VOLUME IV NUMBER 27 "The Motorcycle Enthusiasts' Weekly Newspaper" July 20, 1967

CYCLE NEWS

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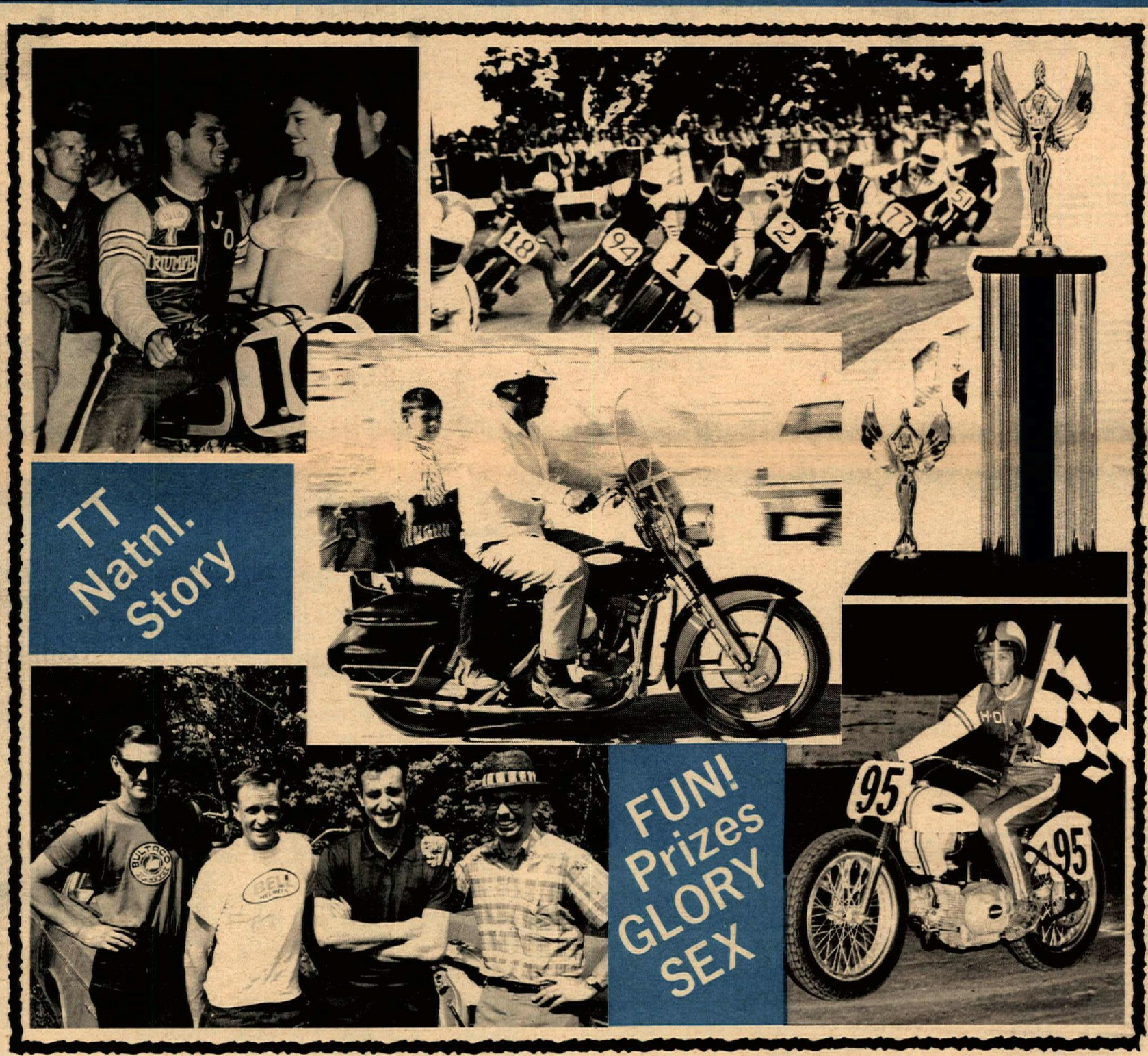


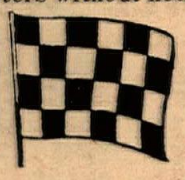
The allure of motorcycle enthusiasm is (clockwise from top left) sex, thrills, prizes, glory, friendship and (center) family fun. Photos by Vic Ebbutt, Ben Hall, ISPA, Jack Mercer and George Hays.

CYCLE NEWS
6477 N. Long Beach Blvd.
Long Beach, Calif. 90805
Telephone (213) 423-0431

NEWSPAPER

CALENDAR of EVENTS

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.



EVERY TUESDAY NIGHT

SPORTSMAN SHORT TRACK, pit gates open at 6 p.m. Adm. $1.50. Children eight and under free. Races start at 8 p.m. at Trojan Speedway, located corner Long Beach Frwy. and Firestone Blvd.

EVERY WEDNESDAY NIGHT

A.C.A. SHORT TRACK RACING Orange County Speedway 100, 200, 250cc and 500cc single Class A. First event begins 8:00 p.m., qualifying 7:00 p.m., pit gates open 6:30 p.m. Orange County Speedway take Santa Ana Freeway to Laguna Canyon off-ramp, make left turn at first street Valencia, proceed approx. 2 miles to track.

EVERY THURSDAY NIGHT

SPORTSMAN T.T. at new Trojan Speedway, every Thurs. night from now til November. Three classes: 100cc & under; 101-200cc; Pit gate opens at 6 p.m. and closes at 7:30 p.m. Race time every Thursday night 8:15 p.m.

EVERY FRIDAY NIGHT

SHORT TRACK RACING at Vallejo Speedway's quarter-mile clay oval. AMA sanctioned, all classes 250cc and under. Practice 7 p.m., first race at 8:30 p.m.

AMA CLASS C HALF MILE. Every Friday. Ascot Park 183rd and Vermont, Gardena. All professional classes; first race 8:15

FIRST SATURDAY OF EVERY MONTH

PROFESSIONAL TT at Ascot Park, Gardena, 183rd and Vermont. Practice 7 p.m., Races start at 8:15 p.m.

EVERY SATURDAY NIGHT

TT RACING under the lights at Elsinore Race Track. Just off Highway 71 East of Perris turnoff. Sportsman trophies for all classes. Spectators welcome.

SHORT TRACK for 250s only at Hannagan track in Bellingham, Wash. Practice at 6 p.m.

SHORT TRACK RACING at Chico, Calif. AMA sanctioned. Located 14 miles south on Hwy 99E and Gage Shippee Rd. No brakes or shifting after start allowed. $1.50 ride or watch. Starting time 8:30 p.m., pit gate closes 8 p.m.

SPORTSMAN SCRAMBLES at Hayward Speedway on Depot Rd. Class "C" tires only. $1.50 to ride or watch. Sign-ups start at 4 p.m. until 6 p.m. Practice from 4:30 to 6:30 with 1st race starting at 7:30 p.m. NO PHONE-IN entries will be accepted.

EVERY OTHER SATURDAY

ROAD RACE SCHOOL at Whiteman Air Park, 12930 Pierce St., Pacoima (corner Pierce St. and San Fernando Rd.). Street bikes preferably, 9 a.m. start, $10.00 per student. For information call Bob Braverman at (213) 785-2421.

EVERY SATURDAY, JULY 8–SEPT 2

QUARTER MILE TT at Aurora Speedway on Donald Rd in Aurora, Washington. Practice 7 p.m., racing begins at 8. For info call (206) 654–9972 or 253–5782 or 695–7891.

EVERY SUNDAY, May 21- Sept. 23

PROFESSIONAL EIGHTH MILE Short Track. $200.00 purse. Classes for 100cc, 200cc, 500cc and Open. Practice at 4:30 p.m., racing begins at 6 p.m. For info. call (206) 695-7891. Aurora Speedway, Aurora, Washington.

EVERY 1st SUNDAY

BEARDSLEY RACETRACK MOTOCROSS Scrambles and TT. AMA sanc., Copper State Cycle Club. Located 25 miles northwest of Phoenix, Ariz. on U.S. Hwy 60.

NORTHWEST M.C. ASSN CALENDER

Aug. 6 — Sportsman TT, Maltby M.C.
13 Scrambles, Greater Seattle
20 — Kidney Fund Scrambles, Shelton, Wash.
21 — Drag Race (M.C.'s only) Puyallup Drag way.

September
3 — Scrambles, Port Angeles, Wash Olympic Pen. M.C.
10 — Ham Scrambles, Greater Seattle M.C.
17 — Road Race, Pacific Raceways, Seafair City M.C.
17 — Scrambles, Shelton, Wash. Shelton Trailblazers M.C.
17 — Tire Climb, Bellingham, Mt. Baker M.C.
17 — Indoor Sportsman Race, Bay View, Wash.
24 — Tire Climb, Jolly Rogers M.C.
24 Brush Poker Run, Everett M.C.
24 — Scrambles, Castle Rock, Wash. Mt. St. Helens. M.C.
24 — Indoor Sportsman Race, Bay View, Wash.

1967 A.M.A. DIST. 37 PROFESSIONAL CALENDAR

July
21 Ascot Nov. T.T. (Natl. Qual.)
22 Ascot 50 Lap T.T. National
Aug. 5 Ascot T.T.
12 San Gabriel T.T.
26 San Gabriel T.T.
Sept. 2 Ascot T.T.
8 Ascot Nov. ½ Mile (Natl. Qual.)
9 Ascot 8 Mile National
23 San Gabriel T.T.
30 San Gabriel T.T.
Oct. 7 Ascot T.T.
28 San Gabriel T.T.
Nov. 4 Ascot T.T.
10 Ascot ½ Mile (final)

AMA NATIONAL CHAMPIONSHIPS

Aug. 6 — 110-Mile Road Race, Indianapolis Raceway Park, Ind.
Aug. 13 — 20-Lap TT, Peoria, Ill.
Aug. 18 — Formula C Short Track, Santa Fe Speedway, Hinsdale Illinois.
Sept 9 — 8-mile Dirt Track, Ascot Park, Gardena, Calif.
Sept 16-17 — 24-Hour Marathon, St. Louis, Missouri.
Sept. 17 — 150-Mile Enduro, Schuyler City, New York.
Sept. 17 — 25-Mile Dirt Track, Sacramento, Calif.
Sept 24 — 75-Mile Road Race, Carlsbad, Calif.
Oct. 1 — 9-Mile Dirt Track, Oklahoma City, Oklahoma.
Oct. 1 — 135-Mile Enduro, Camden, New Jersey.
Oct. 8 — 100-Mile Enduro, Busti, New York.
Oct. 15 — 200-Mile Enduro, Old Mines, Missouri.
Oct. 15 — Sportsman Road Race, Miami, Florida

SCHEDULE OF EVENTS FOR INDIANA, KENTUCKY, TENNESSEE

July 22 ½ mile (nite) Converse, Indiana
Aug. 6 T.T. Wabash, Indiana
Aug. 20 ½ mile Converse, Indiana
Sept. 3 T.T. Ind. State Champ. Logansport, Indiana
Sept. 24 T.T. Mt. Meridan, Indiana
Oct. 8 T.T. Mt. Meridan, Indiana

FRIDAY, JULY 14th

CLASS C TT at Graham Speedway, Tacoma, Wash. Two star or 30%. Signup closes 7:30 p.m., racing begins at 8.

SATURDAY, JULY 15th

SCRAMBLES at Madera Fairgrounds. Promoted by Pathfinders M.C. of Fresno. Admission $2.00 riders, $1.50 spectators. Signup 5 to 7:30 p.m., practice 6 to 7 p.m., race 8 p.m.

HALF MILE DIRT TRACK at Castle Rock Fairgrounds, Castle Rock, Wash. Three star night race. Practice begins at 7:30 p.m.

SCRAMBLES at Sprockets Park, located at foot of China Grade in Bakersfield, Calif. All Dist. 36 rules enforced. Signup closes at 7 p.m., racing begins at 7:30.

HALF MILE DIRT TRACK at Elma County Fairgrounds, Elma, Wash. Three star. Practice noon. time trials at 1 p.m.

OREGON NATIONAL ROAD RACING CHAMPIONSHIP at Delta Park, Portland Ore. Located at Interstate 5 (at Columbus River), 5 miles north of Portland. Sponsored by ACA-NRA. Pro-Amateur event with 40% of gate to purse (estimated at $4,000). Practice 8 to 10, qualifying 10 to 1, race begins at 1:30. All classes. Professional classes are 250, 500 and Open. ACA professional license required for professional entrants. Amateurs—all associations invited. Entries contact Jay Gordon, P.O. Box 2992, Portland, Ore. or phone (503) 253-5782. Entry information can also be had by writing P.O. Box 247, Fullerton, Calif. or by phoning OX-5-7891.

BUTCH CORDER BENEFIT Short track. For 250cc machines only. Presented by the Fort Sutter M.C. at the new Folsom Amphitheater, off Natomas street in Folsom, Ca. Signup 6 to 7:30 pm, race starts at 8 pm, $1.50 ride or watch. JAP exhibition also.

SUNDAY, JULY 16th

TT SCRAMBLES at Perris, presented by Lightweight M.C. Long track. Dist 37 points run. 0—200cc signup opens at 7 a.m. 250cc signup at 9:30 and 350cc and larger machines at noon. $1.25 donation, $2.00 entry fee.

PONDEROSA HARE SCRAMBLES, 15 miles east of Lancaster on Ave. J. New course, two ten mile loops. Trophies to 40% of the entry will be presented after the race. Shaded Picnic area. Food and refreshments available at regular prices. No affiliation necessary. Ambulance standby. 10 a.m. start.

CROSS COUNTRY RACE at Miramar, near San Diego, Calif. Limed from Hwy. 395 and Interstate 5. Lions M.C. sponsored. Start 11 a.m.

STEEPLECHASE TT at Capitol Speedway in West Sacramento. Novices, Am and Experts will run for 40% of the gate. AMA sanct. Race begins at 6 pm, Adm $2.00 Adults, $1.00 ages 12—16 and uniformed servicemen, under 12 free. Free parking.

SPORTSMAN SCRAMBLES at the track of the Champions, Richmond, Calif. AMA sac., $1.00 ride or watch. Presented by Richmond Ramblers M.C. Signup closes at 11:30 am, practice 9 to 11 am, All rules enforced. No women's classes.

20-MILE NATIONAL Championship Dirt Track, Portland, Oregon.

THURSDAY, JULY 20th

PROFESSIONAL SHORT TRACK promoted by Barkheimer and Murrel at Chris Beck Arena in Santa Rosa (at Sonoma County Fairgrounds) Calif. Purse $450 or 40%. Pit gates open 5:30 pm, practice 7 pm, races at 8:30 pm. AMA sanction.

SATURDAY, JULY 22nd

50-LAP NATIONAL CHAMPIONSHIP TT, sponsored by J.C. Agajanian and held at Ascot Park, 183rd and Vermont, Gardena, Calif. $6,700 purse. Racing starts at 8:30 pm. Qualifying Friday night, plus complete Novice show.

FLAT TRACK at Dunes Speedway, 7 miles north of Coos Bay, Oregon. Classes from 100cc through Open. Racing starts at 8 p.m.

SUNDAY, JULY 23rd

TT SCRAMBLES at El Mirage Dry Lake bed. Heats, Semis and Main Events. Two classes: 0-80cc, 81-125cc. $3.00 entry fee with 75% going for trophies. Half-mile track. Beginners welcome. First event at 10 a.m. Take Barstow Fwy. to Summit Inn. Take Adelanto turnoff approx. 8 miles and follow the lime. Sponsored by Hi-Jinx FMC of Norwalk.

SCTA ENGLISH TRIALS in the San Diego area. Located near Miramar Naval Air Station on Miramar Rd. Follow the San Diego Frwy past Del Mar to the Miramar Rd. turnoff. Starting time 10:30 a.m.

2nd ANNUAL KING OF WHITEMAN Road Race at Whiteman Air Park in Pacoima. $100.00 and a magnum of champagne to the winner. All GP and Production classes eligible. Gates open for practice and tech inspecting at 9 a.m. Racing begins at 1:30.

TT SCRAMBLES at Perris, Dist. 37 point run, AMA sanc. sponsored by Hawthorne Gophers. Practice 50—250cc at 8:30, larger bikes (all 3 classes) practice at 12:30. First race at 1 pm, Sidehacks welcome. Entry $2.00, admission $1.25.

TT SCRAMBLES at Sunny Valley Speedway, Sunny Valley, Oregon. Signup 10 a.m., race 1 p.m. Entry $2.00, wives and children free. Classes from 100 to 650cc.

HARE SCRAMBLES presented by Lost Coyotes M/C of Lancaster Non-Sanctioned, Fun Run, in the Holiday Hill area, 10:00 a.m. start. Three 20 mile loops, ambulance standby. District 37 riders, try us we will have sanctioned club in 68. Limed from 190th & Highway 138 (Weevil Inn) also west on Rosamond, Calif. Info, phone 805 26058 or 805 27603.

EUROPEAN SCRAMBLES by Jackrabbits M.C. AMA sanct. point run. 5 mile course His and hers approved, $3.25 entry fee. Limed from Willowsprings Road and Rosamond Blvd. The Last chance Service Station. Trail bikes 8 am, Lgtwt novice 9:15 am, Lgtwt Amateur 10:30 am, Lgwt Ex. 11:45. Hacks 1 pm, Big Bore Ex. 1:45 pm, Big bike Am. 3 pm, big bike nov. 4:15 pm.

SATURDAY, JULY 29th

SCRAMBLES at Sprockets Park, located at foot of China Grade in Bakersfield, Calif. All Dist. 36 rules enforced. Signup closes at 7 p.m., racing begins at 7:30.

SUNDAY, JULY 30th

PONDEROSA HARE SCRAMBLES, 15 miles east of Lancaster on Ave. J. New course, two ten mile loops. Trophies to 40% of the entry will be presented after the race. Shaded Picnic area. Food and refreshments available at regular prices. No affiliation necessary. Ambulance standby. 10 a.m. start.

STEEPLECHASE TT at Capitol Speedway in West Sacramento. Nov. Ama. & Ex. will run for 40% of the gate. AMA sanct. Race at 6 pm.

POKER RUN by Oxnard M. C. Start at San Fernando Valley H-D, 16113 Sherman Way Van Nuys, Coffee and donuts at start. Sign in from 8 a.m. to 10 a.m. Finish closes at 1 p.m. Entry $2.00 (mail in) $2.50 post entry. plenty of good food at finish plus trophies and field events. All paved roads Mail entries to Oxnard M.C. P.O. Box 1094 Oxnard, Calif. or call (805) 483–1549.

SPORTSMAN ROAD RACE at Carlsbad Raceway. Sponsored by Playboys M.C. Races for classes of Grand Prix machines plus a production class for street lightweights. Pit gate opens at 9 am, closes at 11:30 am, Race 1:30.

AMA MILE RACE at Fairgrounds in Santa Rosa, Calif. Amateurs and Experts only. No novices. $2500 guaranteed purse. No advance entries required. Enter at the track on race day. Further info. from Harold Murrell in Fresno. Phone AM 8—8856 Fresno.

JC AGAJANIAN PRESENTS

50 LAP NAT'L.
Steeplechase
SAT. JUL. 22

Time trials & Qualifying Fri. Jul 21

With A Complete Novice Show.
Gates open 6:30 p.m. First race 8:15 p.m.

FLATTRACK
RACING AMA SANCT.
EVERY FRIDAY
7p.m. PRACTICE 8:15pm RACES START

★ ★ ★ ★ ★

At Ascot Park 183rd & Vermont — Off Harbor Freeway

Don't forget to pick up your choice tickets at one of the addresses before it's too late!

50-Mile National Reserved Seat Tickets now on sale at Ascot and Agajanian Enterprises. Phone 321-5323

Reserved Grandstand.... $5.00
(Children up to 12)..... $2.00

Unreserved Grandstand.. $4.50
Children (8 to 12)..... $1.00
(Available Day of Race Only)

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501 E. 4th Street
Santa Ana, Calif.
Phone KI 7-5994

SATURDAY, AUGUST 5th

FLAT TRACK at Dunes Speedway, 7 miles north of Coos Bay, Oregon. Classes from 100cc through Open. Racing starts at 8 p.m.

SHORT TRACK at Sonoma County Fairgrounds in Santa Rosa. Presented by North Bay M.C. All AMA lightweight classes. No brakes and class C traction only. Signup 5-7 p.m., racing begins at 8. Admission $1.50 ride or watch. For info. phone (707) 452-0287.

CHAMPIONSHIP ROAD RACES - Combined 250cc and Novice show, AMA sact., promoted by Floyd Clymer at Indianapolis Racewsy Park, Indiana.

AMA 40-MILE ROAD RACE for Novices only. Also Midwest Championship Bike Drags, 250cc Amateur-Expert Road Race. Promoted by Floyd Clymer at Indianapolis Raceway Park. (See August 6 Calendar)

AUGUST 5th and 6th

1st ANNUAL SIERRA TOUR, presented by East Bay Wheels. For information write East Bay Wheels, 2754 Park View Terrace, Oakland, California, 94610.

SUNDAY, AUGUST 6th

TT SCRAMBLES at Sunny Valley Speedway, Sunny Valley, Oregon. Signup 10 a.m., race 1 p.m. Entry $2.00, wives and children free Classes from 100 to 650cc.

2nd ANNUAL DANISH TOUR by Colorama M.C. AMA sanc., RRC point run. Post entry $1.50. Start 8 to 10 a.m. at San Fernando Valley H-D shop, 16113 Sherman Way, Van Nuys. Route: 125 miles of paved scenic highway, through the Danish community of Solvange. Finish closes at 2:30 p.m. Free meal at finish. Trophies, gift certificates and prizes galore.

DEADMAN'S POINT EUROPEAN Scrambles, presented by Desert Challengers. $3.00 entry, no affiliation required. Pie plates o.k. 3 seperate one hour races. 10 a.m. All trail bikes. Large trophies, excellent campgrounds and picnic area. Course revised every month 11:15 a.m. All small bikes, 12:30 all big Bikes. Turn off Hwy 66 at Lucerne Valley cutoff, head east to the intersection of Hwy. 18 in Apple Valley, and you're there.

TT SCRAMBLES presented by Ventura Twin Wheelers. AMA sact. event will be held at northwest corner of Victoria Ave. & Channel Islands Blvd., Oxnard, Calif. Beautiful trophies. 0-200cc signup closes 9:30 a.m., race 10 am, 250cc-open signup closes noon, race 12:30 pm. Sidehacks welcome. Two rides guaranteed. Big bike Amateurs and Experts (250cc and up) will run first in the afternoon, Novices later. Race will be held on a new Ascot-type track, approx. 1/2 mile.

110 MILE NATIONAL CHAMPIONSHIP ROAD RACE - Floyd Clymer promotes it, AMA sanctions it, everybody wants to win it. At Indianapolis Raceway Park, Indiana. Plus 50-mile Amateur race.

SCTA ENGLISH TRIALS at Frazier Park Near Gorman, Calif. Big Friday and Sat. night campout in one of the many campsites of the area. Starting time at 10:30 a.m. Come and hear Scottish hillbilly Jack Ward sing some of your favorite songs, taste a few of Jim Cameron's hibachi hot dogs, and blow your mind.

SATURDAY, AUGUST 12th

CLASS C HALF-MILE at Tulare County Fairgrounds, the slidin'est track in the west. AMA sanctioned. Purse two star or 40% gate. Racing begins at 8 p.m.

SUNDAY, AUGUST 13th

BENEFIT RUN - by the Highway Kings for Rancho San Antonio Boys Town. Will incl. "motorcycle blessing." Scenic highway ride, AMA sanct. Donation $1.50. Starts 8 a.m. to 9:30 a.m. at Santa Monica H-D, 12418 Santa Monica Blvd., Los Angeles Deadline 2:30 p.m.

STEEPLECHASE TT at Capitol Speedway in West Sacramento. Novices, Am and Experts, will run for 40% of the gate. AMA sanct. Race begins at 6 pm, Adm $2.00 adults.

SATURDAY, AUGUST 19th

FLAT TRACK at Dunes Speedway, 7 miles north of Coos Bay, Oregon. Classes from 100cc through Open. Racing starts at 8 p.m.

SHORT TRACK at Sonoma County Fairgrounds in Santa Rosa. Presented by North Bay M.C. All AMA lightweight classes. No brakes and class C traction only. Signup 5-7 p.m., racing begins at 8. Admission $1.50 ride or watch. For info. phone (707) 452-0287.

SCRAMBLES at Sprockets Park, located at foot of China Grade in Bakersfield, Calif. All Dist. 36 rules enforced. Signup closes at 7 p.m., racing begins at 7:30.

SATURDAY, AUGUST 26th

HALF-MILE RACING at Tulare County Fairgrounds. See rooster tails for the entire length of the straightaway. Exciting show starts at 8 pm, Purse two star or 40% gate.

SUNDAY, AUGUST 27th

STEEPLECHASE TT at Capitol Speedway in West Sacramento, No. An, & Ex. will run for 40% of the gate. AMA. Race at 6 pm.

$2500.00 PURSE
25-MILE WESTERN STATES CHAMPIONSHIP
AMA **ONE-MILE DIRT OVAL** SANCT.

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AT SONOMA COUNTY FAIRGROUNDS
SANTA ROSA, CALIFORNIA
SUNDAY 2 PM
JULY 30 1967
BOB BARKHEIMER & HAROLD MURRELL CO-PROMOTERS

7 MILE NATIONAL CANCELLED

Hugh Shea, promoter of the 7 Mile National Championship motorcycle race, has instructed the AMA to cancel his sponsorship of this race. It was scheduled to be held in Wichita, Kansas at the Air Capito'l Raceway Park on September 4th, but due to a recent court injunction prohibiting race contests with noisy vehicles it has been necessary to cancel this track location.

The AMA will endeavor to relocate the race immediately in order to hold to the same race date.

Jack Rabbits M.C. Presents
EUROPEAN SCRAMBLES
AMA SANCTION
SUNDAY, JULY 23rd
Limed from Willowsprings Rd. & Rosamond Blvd. (The Last Chance Service Station).

Trail Bikes 8 a.m. – Lightweight Novices 9:15 a.m. Lightweight Amateur 10:30 a.m. Lightweight Experts 11:45am. Hacks 1 p.m. – Big Bike Experts 1:45 p.m. – Big Bike Amateur 3:00 p.m. – Big Bike Novice 4:15 p.m.

DISTRICT 37 SPORTSMEN READ THIS!

Under no circumstances will minors be allowed to participate in any District 37 sponsored sporting event without a notarized statement of release from parents or guardian. Statement must be sent to Jean Carter, 15543 Nordhoff, Apt. 2, Sepulveda, California Phone (213) 894-2093.

Card will be issued to minors proving statement has been filed.

EFFECTIVE IMMEDIATELY.

★★★★★★★★★★

PORTLAND, OREGON
20-MILE
NATIONAL CHAMPIONSHIP
MILE DIRT TRACK

SEE THE BIGGEST STARS IN BATTLE !

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On the Portland Mile! Air Conditioned Grandstands!
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By Chuck Clayton

HELLS ANGELS SPIKE HELMET LAW PASSING

(Continued from last week)

Room 5007 in the Senate Office Building where the hearing was to take place was jampacked this afternoon. An overflow of spectators crowded the wide hall outside. We found a seat in front and surveyed the room in search of a friendly face. The only one there we knew was Yamaha's Jimmy Jingu, who happened to be in the capital on other business.

There was Ralph Sonny Barger, spokesman for the H.A.'s, sitting in the back of the room with his legal counsel. Some of Barger's cohorts strutted and lurked outside.

Everyone knew why the H.A's objected to the danger law.

"We don't see why us guys, who're expert motorcycle riders, I don't see why we should have to wear helmets," Barger said the week before at the hearing and on tv, "just because some kid riders fall on their heads and get hurt."

Barefooted But Helmeted

Barger's defiance and the AMA's defensive arguments had succeeded in getting the only sensible equipment legislation, the footwear provision, stricken from Foran's bill. The AMA claims and deserves part credit for that stupid amendment. Now the AMA has given up and gone back to Worthington, Ohio, leaving our fate in the hands of the senators, while Barger continues to make the legislature look foolish.

The senate Transportation Committee assembled and after some routine business the Chairman, Senator Collier, interrupted to read a letter he had received. The writer of the "public opinion" letter called the senator and his colleagues every kind of imbecile and suggested they seek treatment for "diarrhea of the mouth."

"That is *not* the way to influence legislation in your favor," Senator Collier said, drawing a laugh from the gallery. Then he called for the reading of A.B. 978, the controversial motorcycle danger bill (see Cycle News last week, page 5).

After the reading, the bill's author, Assemblyman Foran, explained why California had to pass such a law: "If we have special licenses and compulsory helmets for motorcycle riders, the Federal Transportation Dept. will give us 35 million dollars." If we don't, they won't. It was as simple as that.

Chairman Collier called for opposition to be heard. A fellow sprang to his feet and identified himself as a dealer from Stockton. In confused and highly emotional testimony he told the committee it was "no use" passing laws to make motorcycle riding safer. "No two bikes are alike," he told them. Then it was your publisher's turn to speak.

I asked the senators if they were aware that California is one of the few states that already has a special license for motorcycles, which allows a citizen to operate a cycle, but not to drive a car. Senator Collier called up a man from the Dept. of Motor Vehicles and asked if this was true. The DMV man verified my statement.

"Bicycle to Motorcycle to Car"

I then urged that California be the first state to pass realistic laws to regulate motorcycle safety. I suggested that A.B. 978 be amended to allow a person to ride a motorcycle with a learner's permit as long as another licensed rider accompanied the learner on another motorcycle. "This is the established way of safely teaching people to operate a motorcycle on the public roads," I said. There was no comment from the committee, so I continued.

"Requiring a person to master automobile skills before letting him operate a motorcycle is like putting the cart before the horse. The logical transition is from bicycle to motorbike to car," I said. "I urge that the committee consider striking the car-before-the-bike paragraph from the motorcycle license requirements."

"As for the compulsory helmet part, I realize that California needs the 35 million dollars and so I suppose there is no way to strike out that provision. But there is no precedent anywhere in vehicle law requiring any safety equipment to be *worn* on the driver's person. Compulsory helmet laws are being contested at this moment in two other states on constitutional grounds. I urge that the committee delay passage of this bill until the outcome of those cases is decided."

"And finally, I learned today that the exact requirements of the Federal Transportation Department regarding helmets and special licenses for motorcycle riders has only just come out. I respectfully suggest that the committee delay passage of A.B. 978 until these requirements can be studied and incorporated into the bill, so that it won't have to be amended after it is voted into law."

One Senator Listened

Most of the senators on the committee looked bored by all these facts. Only one, Senator Lou Cusanovitch, looked interested in what I had to say. Foran stood up to answer my charges but the Chairman waved him back down with an expression that said "save your breath."

When I stepped down, Sonny Barger, in full H.A. costume, took the podium. Senator Collier chewed him mildly for his unkempt appearance, "You are certainly a fine looking witness for the opposition," Collier said. Barger thanked the senator and asked one question: "Is there anything short of giving you 35 million dollars that will stop you from passing this bill?" Barger demanded.

"That's annually," Sen. Collier replied. "Why, are you about to offer the state 35 million dollars *not* to pass it?" The gallery broke up in laughter.

"Yes," said Barger. The gallery laughed again.

Sen. Collier thanked Barger for being a "helpful witness" and suggested that he return in January when the legislature met again, to lobby on behalf of motorcycle riders. Barger, missing the sarcasm, said he would return. Then the Chairman called for a vote. "All those in favor of sending this bill to the Senate with a 'Do Pass' recommendation signify by saying aye all those opposed motion carried..."

One Vote Against

At this point Sen. Cusanovitch spoke up and asked that his vote be recorded as a "nay." Saying this he caught my eye and gave me a high sign and a smile. So my appearance was not a total loss. One speech before the committee equalled one opinion changed. Now the bill cannot be presented to the Senate as being totally without opposition. I scribbled a quick thanks on my last copy of Cycle News and passed it to Sen. Cusanovitch. Then I had to hurry to the airport and catch my plane back to Long Beach.

In the hall outside the hearing chambers local tv channel 10 was interviewing Barger, surrounded by his gang. He was talking about "being sold out for 35 million dollars" and promised to "fight back with lawyers." When he finished having his say the tv people began loading up their gear. I was probably a little bit upset by the almost-unanimous defeat that the sport had just suffered and more upset that the Hells Angel gang pretended to be on "our side."

"Do you only interview bums?" I asked the announcer.

"Why, do you want to be interviewed?" he said.

"I certainly think you should be interested in the facts of the matter." I replied.

"Well forget it. If you want me to interview you, you gotta ask me nice!"

It was clear that anything I had to say would end up on the cutting room floor anyway so I merely said "I suppose Hells Angels are your idea of nice," and caught my plane.

WHAT READERS CAN DO TO FIGHT THE DANGER BILL

Call up your local newspaper and find out the name and senate mailing address of your state senator. Send him a letter or low-cost "public opinion telegram" expressing your disapproval of A.B. 978. Ask him to vote against it. Be sure your opinion is worded politely and keep it brief. Several senators on the Transportation Committee told me they had not received even one letter in opposition to the bill. Telegrams can be phoned to Western Union.

Form letters are worthless. But as a guide, you could say, "Please vote no on A.B. 978, the Motorcycle Danger Bill. If passed it would be a serious hardship on people who use motorcycles for fun and transportation. It would injure any industry that annually accounts for half a billion dollars business in the state of California."

There is no time to lose! The bill comes up for passage in the Senate any day now. Send those letters and telegrams immediately!

QUESTIONS AND ANSWERS

By The * Answer Man

QUESTION: *At what point are inserts or bearings under the greatest load? R.E. – Covina.*

ANSWER: At both the top and bottom of each piston stroke. When the piston and rod reaches T.D.C. it tries to continue upward as the crankshafts main journal tries to pull it downward, and inversely when the piston reaches bottom the crank again pulls in an opposite direction.

QUESTION: *I have been attending ¼ and ½ mile events for sometime, but no one has explained to my satisfaction why they don't use brakes or suspension. Could you explain why? R.H.–Long Beach.*

ANSWER: The A.M.A. demands no brakes, but the use of rigid or swinging arm suspension is left to the rider's discretion.

If brakes were allowed, a frightened rider, Expert or Novice could cause serious accidents. If a rider in the lead and applied the brakes, the man following would not be able to react at the same time, thus an inevitable collision could result and there could be a chain reaction which could down a complete field of riders.

The rigid rear section provides more control in a slide or when the machine is jarred by ruts or pot holes. If you ever noticed a rider bobble, coming out of a turn, you may realize that soft suspension would multiply the action many times over. If the swinging arm were moving up and down in a power slide, the machine would be out of reasonable control. But, as I said, it's up to the rider rigid or soft!

QUESTION: *In adjusting the tappets on my Triumph Bonneville I can't get a feeler gauge to fit between the valve and tappet. Also when I tighten the nut it changes my setting, and I'm all fouled up. What can I do to correct this? I see some people set the tappets just by rattling them and judging clearance by the feel. Is that a good way? B.K. – Santa Maria.*

ANSWER: If you will bend the end of your feeler gauge to a 45 degree angle about one half inch from the end, it should work quite well. The tappet should be held with a wrench while the nut is tightened to prevent a gap change, but as an added aid leave the feeler gauge of desired thickness between the valve and tappet, this will tend to prevent the tappet from closing more than it should while being tightened.

No! setting tappets by ear or feel is not accurate, and for competition or an exact specified clearance, the feeler gauge is the way to go. After all, an error in tappet setting is an alteration in valve timing.

Send your questions to The Answer Man, Care of Cycle News, Box 498, Long Beach, Calif. Sorry, volume of mail does not allow us to send individual replies.

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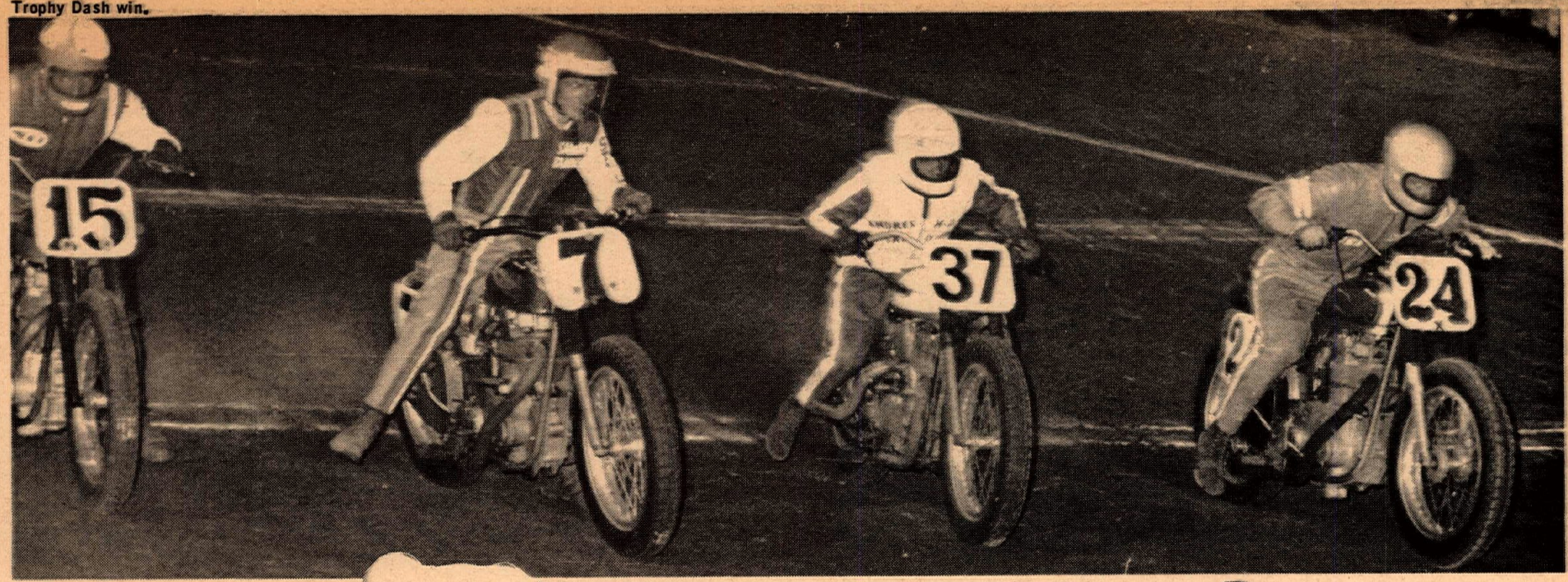
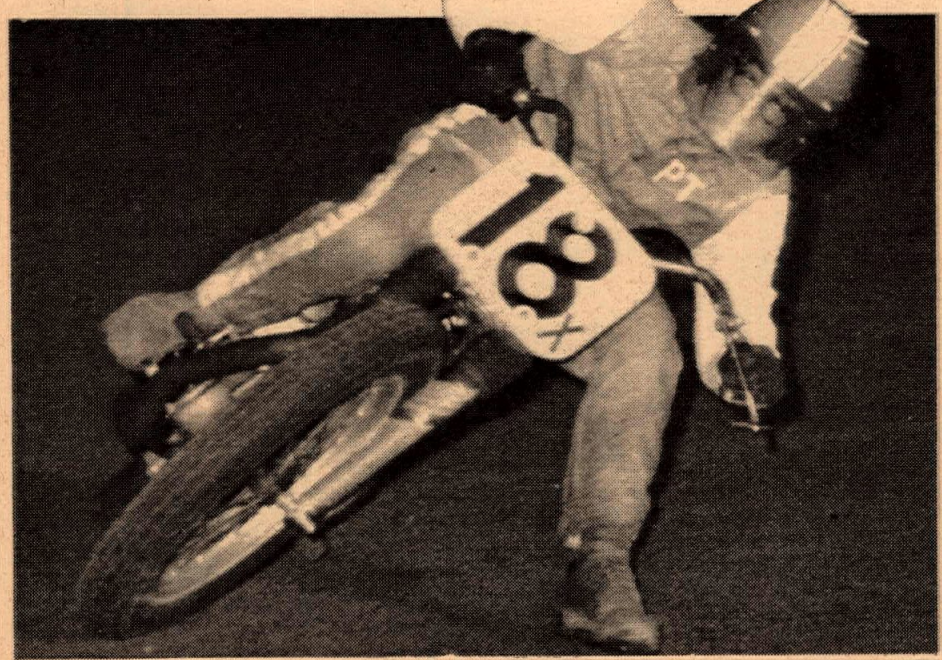
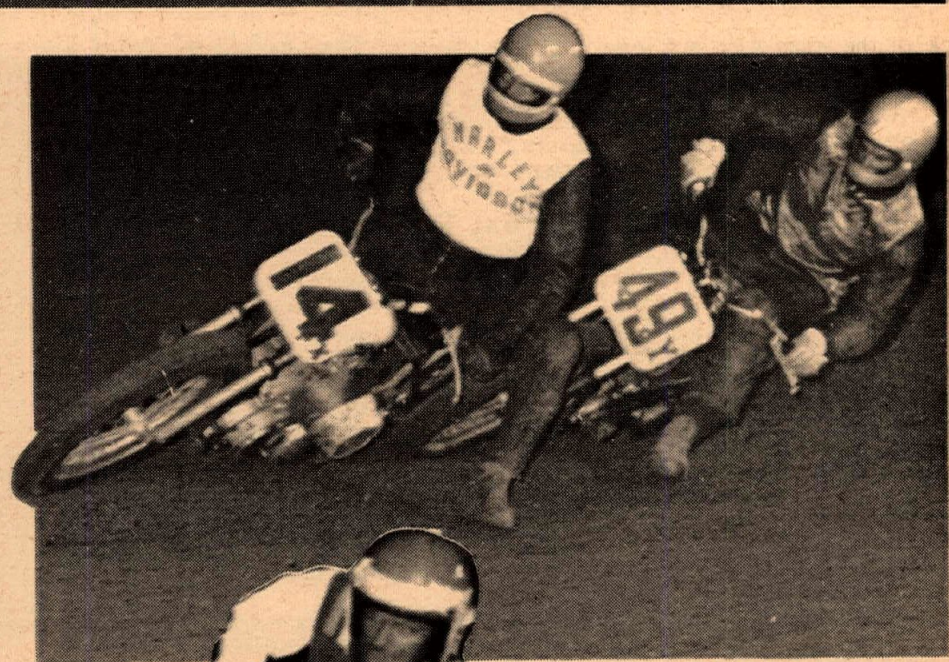
Fully recovered from his hand injury, the Flea is beginning to reassert himself on the Ascot half-mile. Tanner is pictured here getting the jump on Ralph White, Mel Lacher and Chuck Jones for the Trophy Dash win.





Phil Todd's recent performances have been astounding. Friday night he did the nearly impossible and took a commanding straightaway lead after getting off the line last.



Marty MacDonald and Mike Lithicum are potential threats in the Amateur class.

ASCOT SHOW TOUGH TO BEAT

Although many of Ascot's name riders missed last Friday in order to compete at the Castle Rock National, it didn't take away from the show one bit.

In fact, for pure thrills, spills and last minute changes, the show was hard to beat.

Sammy Tanner, who has not won a Main Event since opening night, was handed one on a platter. He also won his heat race and the Trophy Dash, in Tanner style.

It was Mel Lacher and Chuck Jones from the start in the Expert Main Event. Point leader Dan Haaby was at the national TT and Lacher and Jones both knew it was a golden opportunity to close the gap.

Lacher Closes Gap

Lacher jumped in front with Jones in hot pursuit. Mel led the first eight laps before giving way to the charging Jones. Chuck started to stretch the lead but Lacher came right back to close the gap on lap twelve.

Then, as the front running two came on the straightaway to complete lap 13 Jones lost his machine and fell off—right in front of Lacher.

Mel had a fraction of a second to decide whether to run over Jones or hit the wall. Mel chose the latter and bombed the boards full bore.

Gets off in Mid-Air

Man and machine shot high into the air with Lacher leaving his potent H-D in mid-air. Both cartwheeled down the front chute with Lacher landing heavily on the track. The bike landed second and just missed the fallen ace.

The black flag came out and the race was stopped immediately. Tanner, who was running away back in third at the time, was awarded the win. Jones walked off the track and was okay.

LACHER WAS TAKEN TO THE HOSPITAL BUT WAS RELEASED THE SAME NIGHT AND WENT BACK TO SAN DIEGO WITH ONLY A BLACK EYE AND A BRUISED ARM!

Todd Makes His Move

The point leaders in the Amateur class, Jan Crawford and Jimmy Odom were also missing and Phil Todd knew it. He came from last place in the yellow plate final to score his first Main Event win of the season. Earlier, he had won his heat race and took the pole for the Final but was off to a super-slow start.

The class of the Novice field, Dave Smith and Rick Ellisarraras, again were just that with Rick defeating Dave by three lengths in the Main Event. The "Flying Swede" is fast making a habit of winning every other week. (Results on page 16)

Above: A few seconds after this picture was snapped, Mel Lacher and Chuck Jones were involved in an extraordinary aerialistic exhibition which put both out of the race. Tanner came right through the wreckage for the win. Below: Steve Pederson on the only Kawasaki at Ascot.

CYCLE ALLEY

by Bob Ebeling

Side stands sank into the soft asphalt surface and riders stepped fleet-footedly from shade to shade in an attempt to reach salvation from the summer heat at Irwindale Raceway.

Bruce Miller and his tuner-compatriot, Brackett, ignored the beads of sweat that diluted gasoline and prepared for the battle of top eight street bikes and the winner's crown of top bike.

High temperatures kept some of the racers at home with coolers and beer, but there were enough on location to provide good action.

With only thirty minutes of qualifying remaining, the elapsed times ranged from the low twelves of Bruce Miller to a high fourteen of Rudi Hartmut. As the last minutes passed a Harley Sportster of Carl Morrow qualified with a 12.52 and bumped Rudi from contention. The slowest bike at the closing period was a 14.73 second Suzuki of Vince Rowles.

Suddenly There Were Four

Eight machines in the first race and unfortunately as mathematics prove there were then only four.

Bruce Miller defeated Vince Rowles, Carl Morrow put it to Jack Murphy, Harry Couch Triumphed over the Sciacca BSA and Strickland kept BSA in contention by defeating the X-6 Suzuki of Charlie Cash.

Round two found Harley vs. Harley with Miller and Morrow squaring off at the staging lights.

Miller proved to be consistent with a low twelve run that left Morrow in the loss column with a 12.89 second elapsed time.

Harry Couch had the odds against him in the case of inches vs. inches, but as some of the unlucky ones know, it didn't bother him a bit. Harry took the winners light before Dick Stricklands BSA with a 13.79 second run.

Underdog Stomped

Six are gone and only two remain. Couch and Miller. Triumph and Harley, 30.50 inches vs. 55 inches and if you've made no errors in math to this point you know that only one remained as top bike. In this case the underdog did not come forward to a surprise victory — in fact he was quite soundly defeated! Bruce Miller & Brackett shared in the top bucks with a 12.29 - 107.37 time ticket while Harry Couch stepped back to runner-up position with a 13.79 — 94.52.

Many good bikes provided action in other divisions of the competition field but Rich Richards teamed with Bill Fleming for a real highlight to the program. For the first time Fleming grabbed a handful of throttle that opened the carb slides to a mixture of Nitro and set a new record and low E.T. of the day on a 30.50 Triumph. The medium sized drag special was taken through the traps in 11.74 seconds at 116.88 miles per hour. First time and a fantastic time!

Lions

Insurance agents quirk and reach for the rubber stamp which will emboss a policy with the words cancel when accidents occur. Such a reaction could be just around the corner when for two weeks in a row, Lions has had ill luck prevail to rider and machine. Last week, one was down on the line, this week in the lights with slick over forks. The rider was lucky, with only a broken collar bone after a flying Captain Nice act. Some say the frame was broken before the run, maybe so-maybe no, but rider or owner, please check the machine thoroughly before and after each run. You may have the guts to jeopardize your life, but leave our racing privilege alone.

Photos by Doyle Gray

Enthusiast gets ready to drop the hammer on BSA Victor. More and more street riders are entering their bikes to find out if they will go as fast as the road tests say.

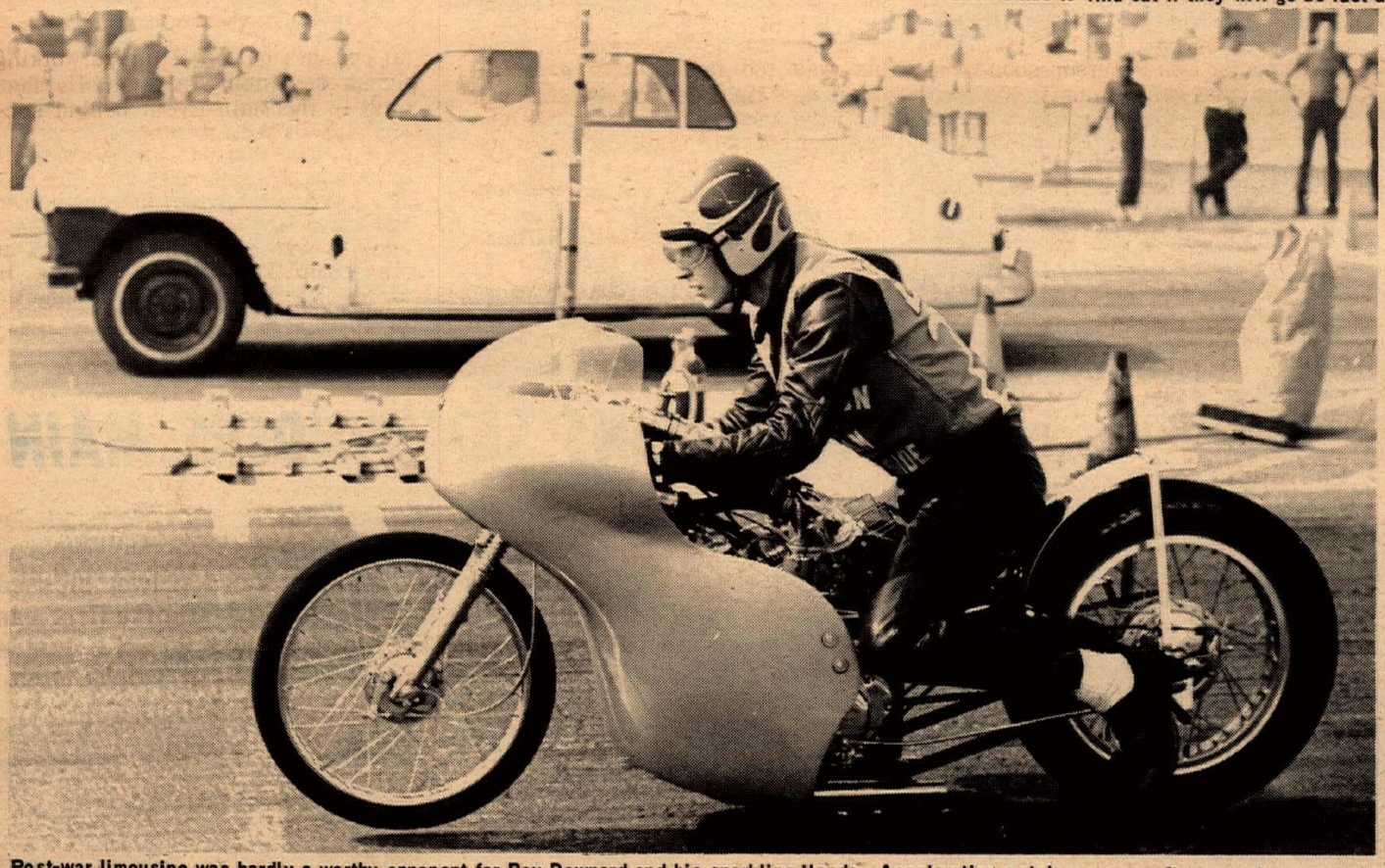
Top Bikes

Miller and Brackett were again predominate in the street bike division and took top honors with an elapsed time of 12.29 and 107.56 miles pef hour. Talk about consistency! Read the results section and see how close this Harley's performance figures are between Irwindale and Lions!

M. Disharoon was awarded top gas honors, but there was no recorded e.t. and speed. It must have been good, for Braverman was runner-up with a 12.12 — 109.22.

Top e.t. of the day was recorded by the Vincent of Kotalac. The big twin made a trip down the quarter mile in just 11.24 seconds at 124.85 miles per hour.

(Results on page 16)



Post-war limousine was hardly a worthy opponent for Ray Downard and his sparkling Honda. Acceleration match was over after ray released the clutch.

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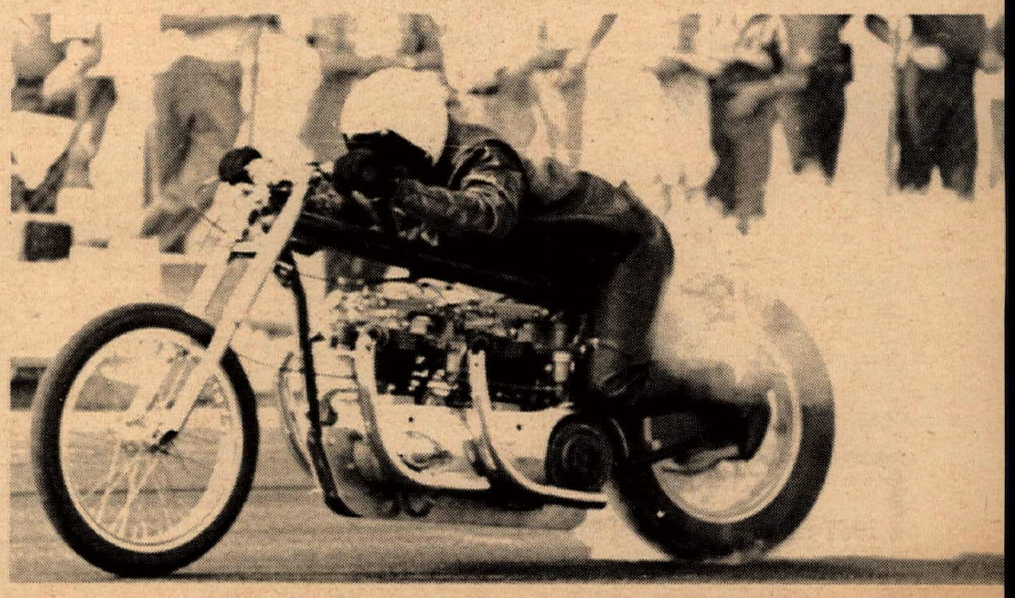

Two Triumph engines provide plenty of power to light the slick.

SMITH TAKES 50-MILE WIN

by Terry Otey

Encinitas is located just north of San Diego and the back country in that area is prime territory for cross country racing. The weather was perfect for the 50-miler held July 2nd and the dust wasn't too bad. The course was laid out very well, a little over three miles around with gulleys, sand washes, tricky uphills and downhills.

It was decided that three separate 50-milers would be run with all Experts and Amateurs, 250cc and up, in the first one and all Novices of the same size in the second, leaving the 100cc class for the third.

Hurd Leading

The first one around the loop was Steve Hurd on a Matchless. He led for two laps then Malcolm Smith, on a 250cc Husky, took charge but Hurd never let him get too far ahead. Smith and Hurd were first and second with San Diego riders Gene Fetty, on a Matchless Metisse, and Bill Silverthorn, on a 250 Husky, running third and fourth. Stan Colvin on a 250 Bultaco was the first Amateur through with John Anderson, on a 250 Husky, a close second.

Novices Up Next

When the Novices 250cc ran off, it was John Martin on a Matchless leading the way. Jim Dornan on a 40" Triumph, finally took the lead and the win. Jim Stein on a Husky was the first 250 across and Ken Rennick on a Montesa followed right behind. These boys were third and fourth overall.

Valley Full of M/Cs

When the 100cc class lined up there was really a valley full of motorcycles. There were three separate starts. The Experts were first then Novices, then the powderpuffers. When the Experts got underway it was Jack Morgan leading all the way. He carries #1 on his plate and apparently aims to keep it that way. The only one who caught sight of him once in a while was Ray Barnett, who came in second.

Clyde Grizzle was first Novice with Jay Rudolf right behind. They were fifth and sixth overall. Carol Gooding was the first powder puffer and she rides that back country like it was her back yard. Shirlee Newsom was second and riding hard.

(Results on page 16)

CYCLE LAND EXCITEMENT

by Carolyn Richards

A spectacular crash and several close finishes added to the general excitement Saturday, July 1, during the weekly flat track races at Cycle-Land Speedway, near Chico.

As he came out of the sweeper to complete the second lap of the second 200cc heat, Triumph-mounted Bill Dawson of Orangevale hit a rough spot and flew in the air. He hit the ground in front of Red Bluff's Dick Turner, who swerved his Honda 160 but was unable to miss Dawson, who was sprawled across the track.

High Side

Turner went over the high side when he hit Dawson, rammed the fence and bounced back onto the track right in the path of two other riders.

"I thought Turner's neck was broken for sure," a bystander said.

After the heat was black flagged and the ambulance called to the spot of the crash, Turner and Dawson both stood up and groggily acknowledged the cheers from the stands.

Valley MC officials allowed the riders a few minutes to make rapid trackside repairs and called the first 250cc heat racers onto the field.

Restart

When the 200 restart was called, Dick insisted on riding, though even from the stands it was apparent he was in pain. After the heat he finally allowed his father to take him to the hospital as it was suspected he had broken ribs. No report on Turner's condition is available at this time.

It took two heats and two semis to find the eight riders for the 100cc Main Event, as nearly half of the 40 entries were on the little machines. After just barely making the Main, Steve Goff of Oroville on a Kawasaki rode into first place.

Second place honors went to Dennis Mayhew of Willows on a Honda 90 and third place to Philip Heyrend, another Oroville racer, on his Yamaha twin.

Dawson made a spectacular comeback during the 200cc Main and led the pack for most of the eight laps before being passed by Hank Roberts of Chico on a Yamaha 180. Roberts took first; Dawson, second, and Bultaco riding Tom Jones, another Chicoan, third. Roberts and Jones were the other two involved in the earlier wreck.

(Results on page 16)

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DESERT HOUNDS CELEBRATE 4th of JULY at PONDEROSA

by Wes Anderson Sr.

Everyone had a hot time at the Ponderosa on the Fourth of July. There was a new 2 loop course. The open class roared off with Bob Ewing leading at the smoke bomb.

Teenager Lon Peterson soon took the lead and held it until 50 feet from the finish. Then old veteran Bill Hutton passed Peterson and made it four wins in a row on his Husky. Ewing held on for third and big Jim Cameret placed fourth. Trophies went to 29 of the 72 open entries.

Trail Bikes

Cleve Thomas led the first loop of the trailbike race but was eliminated by engine failure on the second loop. Jack Spencer took over the lead and went on to win. Steve Holladay was a very close second and E.C. Birt was a solid third. Wes Anderson Jr., who crashed at the start, worked his way up to fourth place. Eleven year old Tommy Brooks did a man size job and placed 17th and was given an extra large trophy.

A special thanks to Jan Ditson and Diane (Mrs. J.N. Roberts for lap checking in the very hot sun.

The next Ponderosa is Sunday, July 16.

BOB BATES RETURNS!

The motorcycle business in the Los Angeles area may never be the same again, ever since R.O. (Bob) Bates opened the doors on his new Maywood Honda store. Best known up to now as a manufacturer of famous Bates seats and accessories, Bob has sold his interest in that side of the business to his partner and now plans to devote his full talents to placing the population on two wheels.

Although the grand opening will be announced in these pages soon, old friends and prospective new ones may drop in at Bob's Maywood Honda store at 6101 Atlantic Blvd., in Maywood or call him up at (213) 583-3408. Business hours are from 9 to 9 Monday through Friday, Saturday 9 to 6 and Sundays 9 to 4. Bob has all brand-new stock of cycles parts and accessories on display.

ASTRODOME AWARDED SANCTION

The AMA has granted a National Championship sanction to Pace Management Corporation to hold a National Championship indoor track race in the Houston, Texas Astrodome on February 10, 1968.

CASTLE ROCK WARM-UP

Photos & Story by Gil Ortmayer

After Skip Van Leeuwen won at Portland, he traveled 50 miles north to Castle Rock Washington where he, six other national numbers, and 104 other Expert, Amateur and Novice riders competed on a beautifully prepared Castle Rock track.

Riders lean over their tanks and clutch off the line for the Castle Rock National Preliminary.

Riding a very fast Gene Curry-tuned Triumph, Skip won his heat and Main Event. Other heat winners were Sonny Burres, Glen Adams and T. L. Hogland.

Burres Bobbles

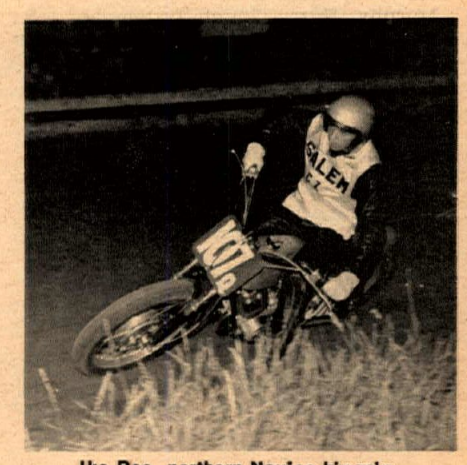
In the Expert Trophy Dash, Sonny Burres was able to hold off Van Leeuwen to take the checkered flag first.

In the Expert Main Van Leeuwen, Burres, Adams and T.L. Hogland were bunched closely coming out of the big sweeper into the straightaway when Burres touched the retaining wall, bobbled a little and was in fourth spot when he straightened up. Skip took the lead and continued to lengthen it. By the fifth or sixth lap Burres was back in second but was too far back to even get close to Van Leeuwen by the end.

In the Amateur ranks, Mark Williams had another hard night. He got a win in the heat race and beat Dan Holton in the Trophy Dash, but Holton came back in the Main Event to take a very well earned first with Williams not more than ten feet behind.

High On The Cushion

In the Novice class, Cappy Skene, on a swift Honda, took the Trophy Dash, then went on to win the Main Event. Ike Reed the #1 Novice thus



Ike Ree, northern Novice kingpin.

far couldn't quite get things working right in the Trophy Dash and finished third in the Main Event behind second place Thad Lawrence.

This Lawrence fellow is someone to watch. He generally will ride his 238 Kawasaki high on the cushion in the turns and is the only person I know of who can be looking back at the competition while sliding in typical flat track fashion. Coming all the way from Boise, Idaho, he says he's "warming up for the National." Watch out Novices he goes real fast.

(Results on page 16)

SKIP WINS SIDEWINDERS MAIN

Photo and Story by Gil Ortmayer

After several weeks of rather monotonously exciting races at the Sidewinders track in Portland, Gary Davis first changed the scene by winning the Main Event last week and then Skip Van Leeuwen blessed the Portland fans with his presence this week and became the first man in three years and the second rider ever to come from an area outside of Portland and win a Main Event, let alone the Expert Trophy Dash.

In the Expert Main, at the end of the first lap, Glen Adams had the lead which Skip took over on the second lap, leaving the final second place man, Sonny Burres behind Gary Davis in fourth spot. By the end of the seventh lap Sonny passed both Gary Davis and Glen Adams and set sail for Skip, but as happens all too often the laps slipped away and Sonny finished in second place with Glen Adams third, and Gary Davis fourth.

In the Amateur ranks there is a new picture indeed. Allen Anderson, on short vacation from military duty, out-shined the high school Hotshoe, Mark Williams in the Amateur heat race. In the Amateurs Trophy Dash the second new face entered on the scene. Dick Donaca turned back Allen Anderson, Mark Williams and Rick Weil with a Well-tuned 30 inch Triumph.

In the Amateur final Mark Williams was back in form and won it with

Skip Van Leeuwen way out front where he likes it best.

Donaca second, Weil third and 450 Honda mounted Jerry Kouvo fourth.

(Results on page 16)

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★ ★ CYCLE FAIR GRAND PRIX ★ ★

Story & Photos by George Martin

With banners waving and the band playing, the Sacramento Motorcycle Fair and Safety Festival slid down the ways, its bow splashed with champagne and the Admiral's wife giggling at the broken bottle, beribboned in her hand.

But someone forgot to close the sea cocks, and the next thing everyone knew, there was only a small oil slick and some bubbles marking the great ship's burial ground.

—And some fine racing.

Hey, What Happened?

Yes, the Sacramento Motorcycle Festival and Safety Fair was something less than the most successful of events. The promoters took a pretty bad beating, the crowds "stayed away in droves" but some of the year's most exciting road racing took place on the makeshift 1.5 mile road circuit.

Stuck at work on Saturday I arose bright and early Sunday and loaded wife and infant child into the old VW, full-throttling for Sacramento.

When we got to the fairgrounds, I asked the gateman where the pits were. "In the exhibition building," he said.

I thought to myself: "Something must be amiss, for I understood the exhibition hall was to be jam-packed with exciting colorful exhibits, rivalling the Cycle World Motorcycle Show and Earl's Court and all the good shows, like that."

Devastating Coup

Laying a 30-foot strip of rubber, I gunned the VW to the exhibition building. Inside, there was a complete exhibition of every model of motorcycle, sportcycle and mo-ped sold by Montgomery Ward.

I put you not on. They even had the new (not even in the mail-order catalog yet) Riverside 350, capable, the sign said, of a blistering 87 miles per hour. A devastating coup for the show's organizers.

Scattered around the "cycle show" were the pits, with the usual crowd of racers and tuners trying to find the right jet, the right plug and the right gear.

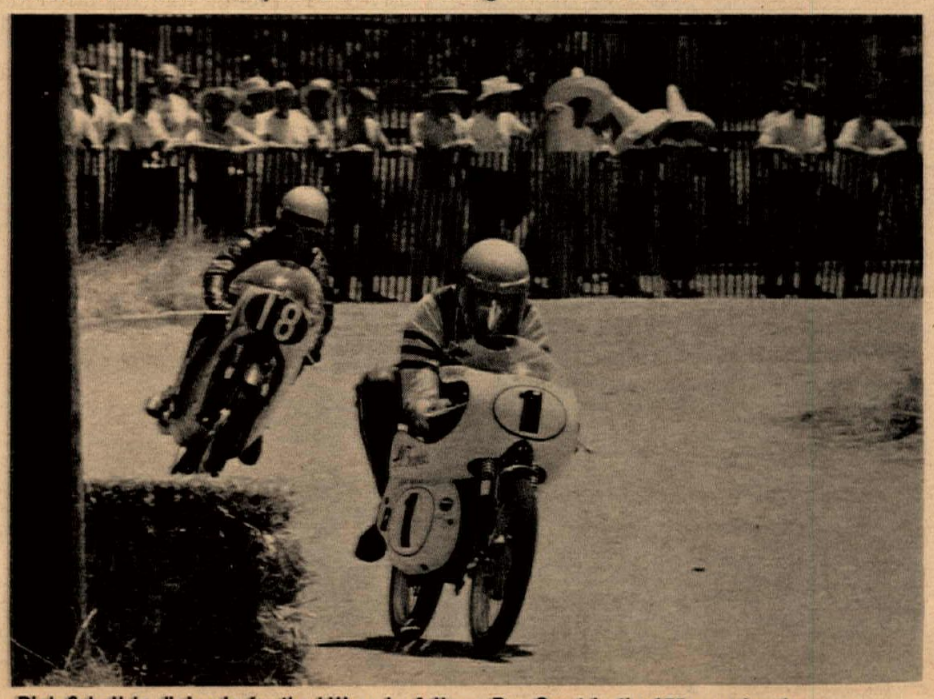
Nearby were a pair of old Indian 45's and a Torco Oil truck and a rather ill-at-ease looking Forest Ranger pushing spark arresters, and that was the cycle show.

Baumann's Day

It was Art Baumann's day to shine as he copped a first in the 250 Grand Prix and followed it up with an overall win in the 350-500-Open Main Event.

As the 250s pushed and fired, Ron Grant's Yamaha roared into life and soared off with Baumann in hot pursuit. Behind the two Yamaha men was Steve McLaughlin of Covina on a Honda CB77.

Art Baumann tucks in behind the fairing as he leads Ron Grant in the 250cc G.P. event. The bikes are on a road which parallels the back straight of the mile track.



Rick Schell is diving in for the kill as he follows Ron Grant in the 175cc and under race. Schell passed Grant, won on his Honda 125.

Sidecars push off the grid.

On lap two Jim Deehan's Kawasaki had snatched third place although the leaders remained unchanged. Fifth on lap two was Bill Judkins (Yamaha), who sneaked by McLaughlin on lap eight and edged Deehan on lap nine, taking third at the finish.

Baumann, meanwhile had been slowing catching Grant and finally overtook and passed him on the ninth lap, holding the lead for the win.

And An Encore

For the 350-500-Open combination Baumann mounted the Precision Machining Honda 450, which Jim Kiblewhite and Jerry Young are developing.

With 18 riders, the start of the final was a shattering thundering roar as the riders hurled past the snow-fenced crowd and set up for the dogleg, Baumann in the lead followed by Bill Lynns' red Triumph, John Fritz of Redwood City on a 500cc Triumph and Ron Grant riding a Triumph borrowed from Paul Bennett.

Fritz was having trouble on his Triumph as Truman Humphries on a Bonneville and Dick Kilgroe's Honda 450 screamed by him on laps five and six. Grant, meanwhile, was blasting out of the big sweeper on lap three when his primary chain went belly-up, smashing a neat oblong hole in the Triumph's timing cover and packing up inside locking the clutch and rear wheel.

Ron did a scraping "slide for life" that would have done justice to Speedy Babbs or Evel Knievel, landing in a heap on the pavement and saying farewell to competition for the day.

The finishing order was Baumann, Bill Lyons of San Francisco on the Red PM Triumph, Norton Mounted Makanna from Clayton, Humphries on a Triumph and Kilgroe's orange Honda 450.

Earlier

Earlier in the day, Rick Schell led start to finish in the 175cc and under event on a 125cc Honda. Steve McLaughlin on a 125cc twin-cam Honda was second and Ron Grant on the Yamaha 200 third. Fourth was Fred Muhlberg on his Honda 160, who took first in the 175 class.

In sidecar action, Ron Grant and Dave Burchards led from start to finish for the win, with Jim Sadilek and Mark Strong second.

Production

A 650 Triumph ridden by Haywire Haynes of San Bruno leaped into first place followed at a great distance back in the pack by Byron Black's Kawasaki, which had gotten a poor start.

But if Black's start was poor, his subsequent laps were making up for it, as he was carving madly through the pack finally nipping into second place on lap four.

Black finally got past Haynes on the fifth lap, stayed slightly ahead for two laps and then dropped from sight.

My wife, taking lap charts while I photographed, couldn't find him. It seems now, from after-race accounts by riders, that Black had shot so far into the back of the pack that no one spotted him when he came around again. But no one knew that then, so the scorers, me, and my lap-chart-taking spouse gave the race to Haynes, with Black taking first in 350cc class.

After the final flag and the rider payoff I was changing the kid's diaper (all famous, rich, high-priced international motorsport writers refuse to change diapers, I keep telling my wife...) when Jim Keller, festival director, drove up in an orange Pontiac lettered with big signs about the festival.

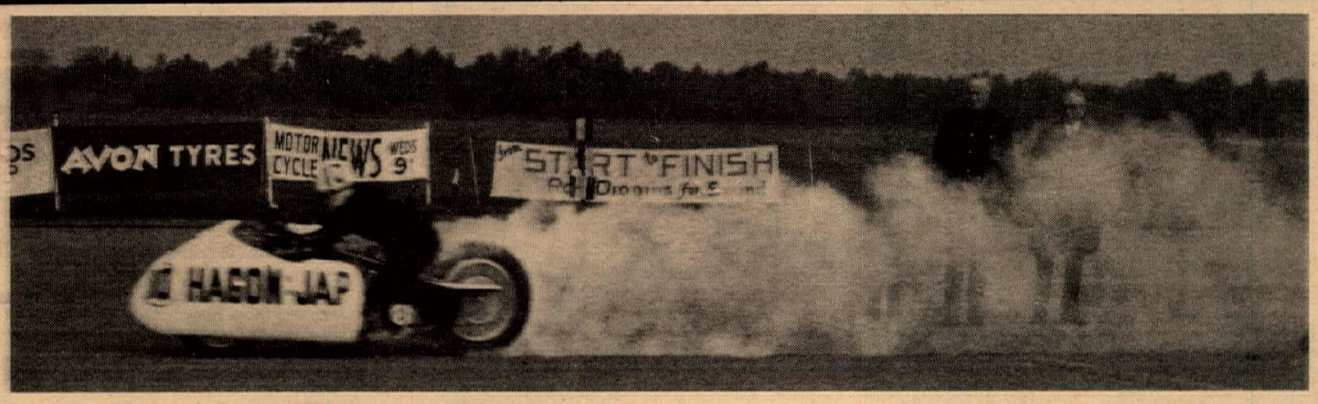
Back Next Year

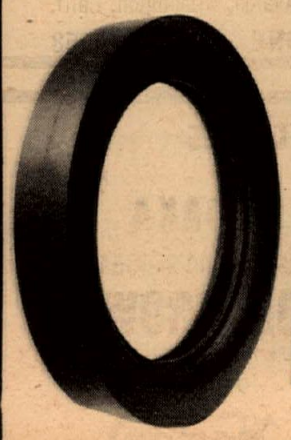
"Did you take a pretty bad beating?" I asked. Keller had the look of a man who takes off the head of his Manx Norton and finds a $60 sodium-filled exhaust valve is ruined.

"Well, the show was," he said, emphasizing the 'was' "worth about $10,000."

"Better luck next time," I said, "if there is a next time."

"There'll be a next time, he said, putting his car in gear and driving off into that magic land where promoters scheme the bright schemes of tomorrow.





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AHOLA CAPTURES MID-SEASON CROWN

Photos & Story by Vic Ebbutt

Before 3160 cheering, screaming fans, Matchless-mounted Emil Ahola of Tacoma once again proved that he is king of Graham Speedway.

"Indian Joe" Kadiera pours on the power as he heads into the straightaway.

Challenged by Dave Palmer of Santa Monica, California, for twenty grueling laps, Ahola managed to retain the mid-season championship July 6. He won $200 for first place in the Expert event.

Invaders Stopped

Close to the rear wheel of Palmer was Larry Garbe of Vancouver, B.C., and in fourth place was Dallas Baker of Orange, California. It seemed as though the invaders from California had been halted temporarily.

There are still two National Championships, one more mid-season flat track championship, two two-star TT's, one two-star flat track and one four-star TT yet to be run in the next nine days. Maybe the tables will be turned in these events.

The racing was marred by one serious accident in the fifth lap of the Novice Main when Cappy Skeen of Kirkland was thrown nearly 50 feet in a four bike crash which sent young Skeen to the hospital. The race was called at this point by AMA Referee Dave Welsh and Dale Silvey of Auburn was declared the winner with Gene Simon, second, and John Smith, third.

The Amateur Main was won handily by Dan Holton of Auburn with a 100 ft. lead over second place Ross Roberts of Yakima. Third went to Sandy Saunders of Tacoma.

(Results on page 16)

Randy Stewart leads the Novice Main.

Expert Larry Garbe, of Vancouver, Wash., demonstrates racing technique for photographer.

The man: Emil Ahola. The machine: Matchless. The combination: Peer less.

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DESERT CHAMPIONSHIP

Yup, J.N. Roberts continued his undefeated desert win streak by walking away with the District 37 European Scrambles Championship. How does he do it? Guts, perfect physical condition and superbly prepared machinery.

ROBERTS GEARS UP TO WIN

Photos & Story by Dick Wright

As the Combined Open and 500 Experts lined up, everyone was talking about how fast the big Triumph twins were making it around the wide-open, flat-out course, and that maybe they would give the desert ace J.N. Roberts, and his lightweight Husky a good go.

At the start it was Mike Patrick, on his big, powerful Norton twin, with Roberts right behind him. Roberts was able to take the lead just as they hit the fire road, where Patrick pulled up and they ran flat out, wheel to wheel, down the length of the fire road.

Roberts, though, was able to hold his lead, with Patrick a close second. Jack Byers, on a Triumph, had gotten a bad start, but was moving up through the pack to run third.

Two Extra Teeth Did It

Roberts built up a good lead by the fifth lap, and came in for the win (again!). Patrick took second overall, and first open class, and Jack Byers got a well-deserved third.

After the race, Roberts was overheard saying, "Sunday morning I decided to gear up two teeth on my counter sprocket for this fast course, and I'm sure glad I did."

The Championship race was held last Sunday at Deadman's Rock near Victorville, where the territory is mostly flat and sandy. The pits were set up right next to the old Miner's Bar, which gave everyone a chance to get out of the sun and cool off.

The first event of the scheduled seven-race European Scrambles program was the Trail Bike race which always has a large entry. Jack Morgan, on a Hodaka, added another win to his long list. There was a lot of lapping in this race, but unofficially we show William Lindsay as the second man in. The trail bikes ran one hour, or six laps, which was to be the program for the day.

After the first race was over, the report on the course was that it was a straight shot from the start in a flat-open sandy area, then you hit a fire road and the first check, where you made a left turn on the fire road and blasted down as fast as you could go in fourth gear for as long as you had the nerve to hold it on. After about a mile you made another left turn into flat sand heading back the way you came, then into the rocks, and back to the start.

Ferguson Shows Class

The 250 Experts really put on a good show with Charles Gates, on a Bultaco, taking the lead and holding it for two laps, until he ran into some trouble and went out of the race. Bob Belt, on a Greeves, took over the lead at this point and Glen Thomas, also on a Greeves, pulled into second spot. All this time, Howard Jackson, on a Bultaco, who had gotten a bad start had been riding hard and moved up to third. But time ran out and at the finish line it was Belt first, Thomas second, and Jackson real close behind in third. Dennis Ferguson showed a lot of class by moving up from twentieth spot on the first lap to sixth at the finish.

We would like to take this opportunity to thank Harry Lawrie, #926x, for his assistance in helping us put this article together under somewhat adverse conditions. It seems that he got a good start in the Novice 250 class and was up in the first ten, but a turtle hole came up and devoured his front wheel. He was still able to push his bike to the pits and help us with the article.

We would also like to request the assistance of the clubs putting on the runs in giving us all information available in unofficial results at the end of the day's racing.

(Results on page 16)

The Husky has a good air cleaner but how does the rider keep all that dust out of his lungs?

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ELSINORE NIGHT SCRAMBLES

by Don Wallen

Scrambling at Elsinore can get exciting and busy too, as 150 riders turned out for a near record 47 events on Saturday, July 8th. Various California clubs were also well represented, Jack Rabbits, Sinners, San Pedro MC, the Gripsters and Los Angels. This was another double-header weekend at Elsinore as the San Pedro MC took the reins on Sunday for the club's 2nd District 37 Event here in the last two months.

Small Scooter, Super Sliders

In the hotly contested 100 Expert battle the outlook was split between T. Warren on a Bultaco, and R. Roll on a Suzuki and R. Burkert on a Hodaka. As the night wore on, the issue only became more confusing since first, R. Roll won a heat, then T. Warren got the next and Rusty Burkert won the third. The eventual winner was T. Warren, riding a stock Bultaco Lobito, but being chased all night by Roll on a Suzuki. Judging from past performances. Burkert and father should be having trouble —either mechanical or with faster competition. In any case, Mr. Burkert went home mumbling 14 to 1 piston, super this, super that, etc. Lets watch this team next week.

One of the most outstanding acts of quick thinking and extra-ordinary balance took place at Elsinore on this Saturday. An unidentified 100 Novice rider came over the jump and landing on his front wheel, fell just about 30 yards from the jump. Just as this happened, Keith Tennis on a Bridgestone, had just reached the top of his flight on the jump. Seeing the fallen rider, Keith went into one of the wildest but controlled slides seen since class A days. Keith missed the rider and finished the race, possibly saving two others from serious injury. All this, and Keith is only 12.

Big Bike, Big Boys

When you have these ingredients —BSA, C. Cargo; BSA, J. Bailey; Triumph, Mike Chamberlain; Triumph, A. Sparks; BSA, T. Dennis; and you put them together—POW! BAM, BIFF, ZAP!

Probably the best battle was between Bailey and Cargo. The first race went to Bailey as Cargo couldn't quite get under Bailey or over, for that matter, but was never very far behind. Clutch was overheard saying that he rode harder than in a long time. A rider that has not been seen here for a while, but out for some sport was A. Sparks. Sparks rode very well, giving Cargo a run for first place in the 500 Expert moto s, and eventually getting a second place trophy.

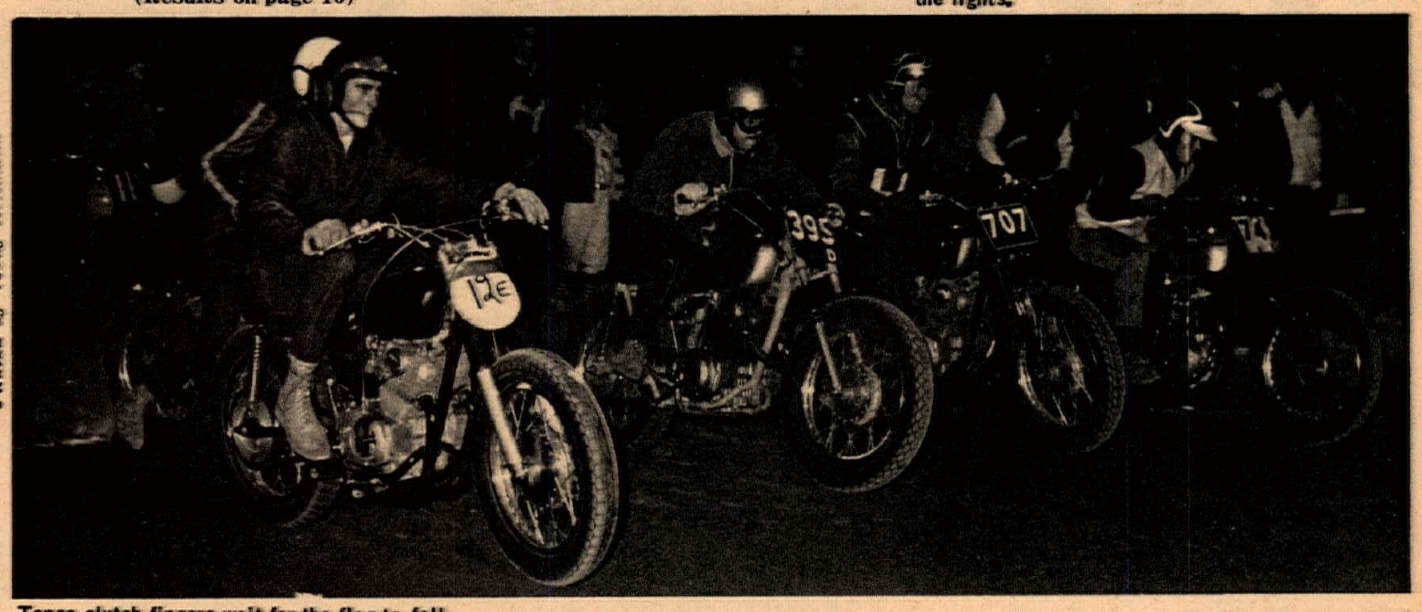
Middle Motor, Middle Men

A sizable field of lightweight 200 to 250cc Novices, Amateurs and Experts put on a very good race for the hardware. J. Hart and N. Benton got the Cub running well enough to run away from the Novice field in one race and get a second in another. Eventual winner was R. Park on a Bultaco.

(Results on page 16)

Fred Edwards holds off Ascot half-mile star Johnny Isaacs during recent Elsinore race under the lights.

Photos by Vicky Hillmann



Tense clutch fingers wait for the flag to fall.

NOVICES AT TULARE-FINAL WRAP-UP

by Donna Griffith

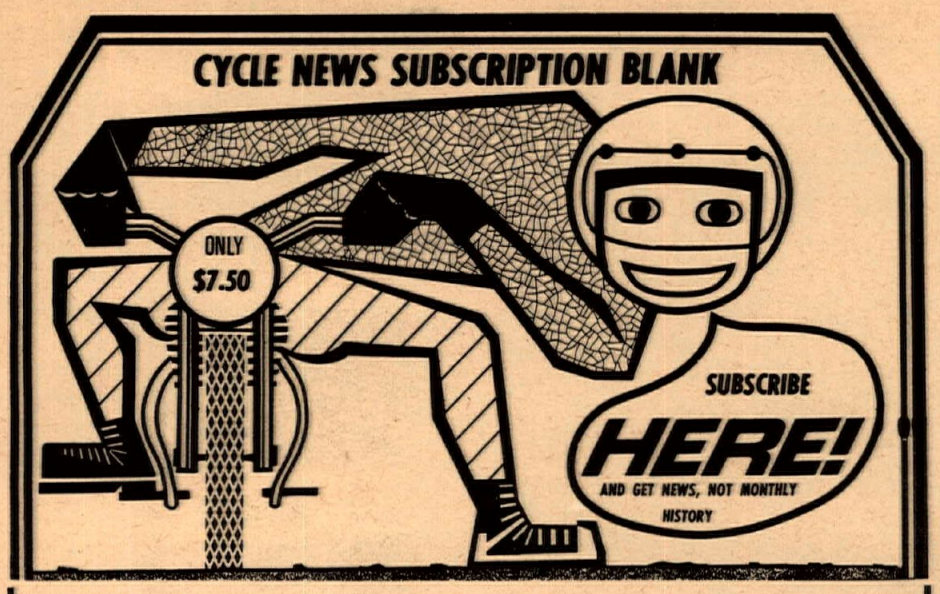
The Novices put on a show that some of the recent Amateur and Expert races couldn't match. Ed Short was dicing with Steve Pederson nearly the entire first heat for second place but couldn't quite make it. The time for the heat, 2:02:59, was put in by Midge Griffith.

Midge was protested for running an illegal machine. Since he did not contest, he forfeited his winnings (he also won the Main and came in third in the Trophy Dash) and faces the possibility of losing his license.

The winners of the five heats were transferred to the Trophy Dash but since Midge had disqualified himself, there are only four positions listed in the results. George Omo was neck and neck with Don Harmes in this event but couldn't quite squeeze in to take it. Don won with a time of 1:33:93 for the three laps. Third and fourth went to George Omo and Mike Spitzer. (before the protest)

Kawasaki-mounted Steve Pederson, who placed second to Midge Griffith by a tire width, was awarded first. Jack Wilkson was moved up to second and Jerry Peters was moved up to third. Don Harmes was originally in second place for a short while but dropped way back (to finish 10th?) George Omo had been following him in third place but was forced to drop out when he developed engine trouble.

(Results on page 16)



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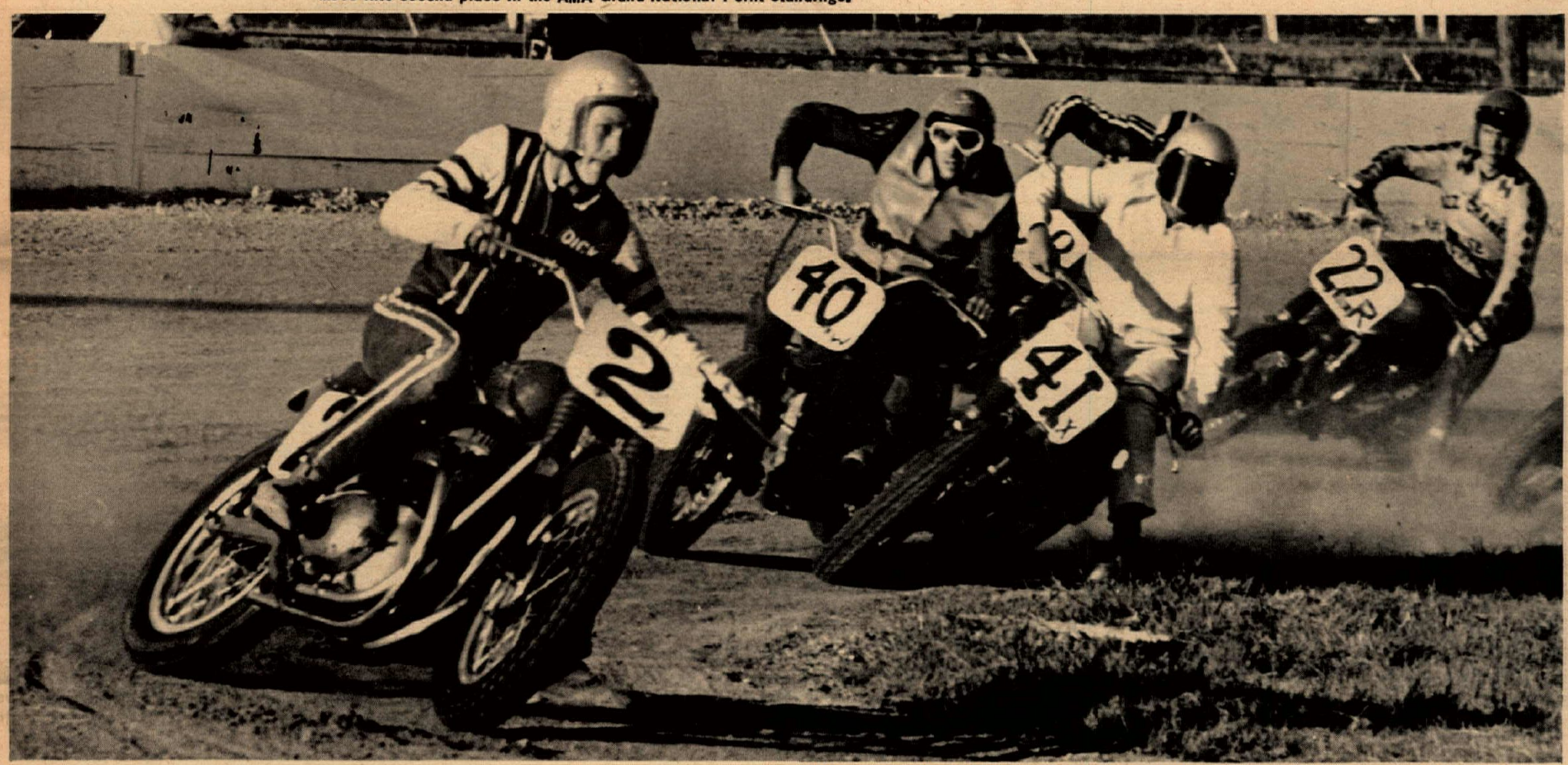
Spectators crowd around Castle Rock Expert and Amateur winners Mert Lawwill and Jimmy Odom. Mert charged pas Van Leeuwen and Palmer to move into second place in the AMA Grand National Point Standings.

Norton-mounted Dave Palmer lead



Dick Mann contends that the best way to avoid tangled handlebars and crunched fenders is to be in the lead. He was beaten by Mulder in the heat race, though, and did't finish in the main.

Photos by

HARLEY—DAVIDSONS DOMINATE CASTLE ROCK

North met south for the third time and for the third time the "Rebels" went home the winner. California TT riders won everything except the key to the city at the small hamlet of Castle Rock, the smallest stop on the national circuit each year.

In one of the biggest upsets and surprises in years, 'Frisco's Mert Lawwill ended up the winner of the National 30-lap Final — and he did it in record time!

It was the second national win for Lawwill and the first ever for Harley-Davidson in a west coast National TT event.

Mert dogged the rear wheel of Skip Van Leeuwen the first eleven laps before taking the lead with Dan Haaby coming right on by the Dutchman also to move into second place.

Skip Breaks Lap Record

Up to that point the show was all Van Leeuwen who had set a new one lap track record on Friday night in time trials and then backed it up on race night with the fastest heat race of the four Expert affairs.

Skip built an early and sizeable lead after passing defending champ, Eddie Mulder halfway through the first lap. Haaby and Lawwill also moved by the four time champ on lap two and this is the way they ran the first half of the race.

The last half of the race saw Dave Palmer put on one of his familiar charges moving all the way to second at the halfway point in the event.

Chris Draayer fell off early in the race, lost many positions, still got back up and finished a closing third place!!

Palmer gave Lawwill a run for the title, at the same race which Dave won in '65. During the late, late laps Palmer's engine developed a miss and it was Lawwill by a safe margin at the finish.

Nixon Shut Down

Gary Nixon, making a bid to again score national points after being turned back at Tulare two weeks ago, was again shut down. Local ace, Francis Franklin, unloaded in front of Gary, taking the national point leader down also. Franklin later re-entered the race and was the last rider running at the finish. Gary was out of the race and for the second national in a row — no national points.

It was discovered after the event that Van Leeuwen lost the lead because the bolt holding the swinging arm frame had worked loose and fallen out. This jammed the brake lever and was the one big factor that again kept him from scoring his first national win.

Local favorite, Sonny Burres, failed to transfer from the heat race to the final. He ran fifth, they took four from each heat to the Main Event.

Markel Loops at Start

Grand National champ, Bart Markel, who was sensational in practice on Friday night, looped his machine off the starting line in the heat race and was out of the running for the second straight year.

While Harley-Davidson and Norton were grabbing the limelight in the Expert class, it was again Jimmy Odom who carried the Triumph banner and saved the evening for England.

Odom, fresh from winning everything at the Tulare National, was even more impressive at Castle Rock. He set a new track record everytime he was on the track in time trials, the heat race and the 15 lap final. To say he made it look easy would be putting it mildly.

Mark Williams, the fellow from Oregon who was supposed to stop Odom, was the second fastest qualifier, won his heat race (two seconds slower than that of Odom's) and missed a shift off the line in the Final.

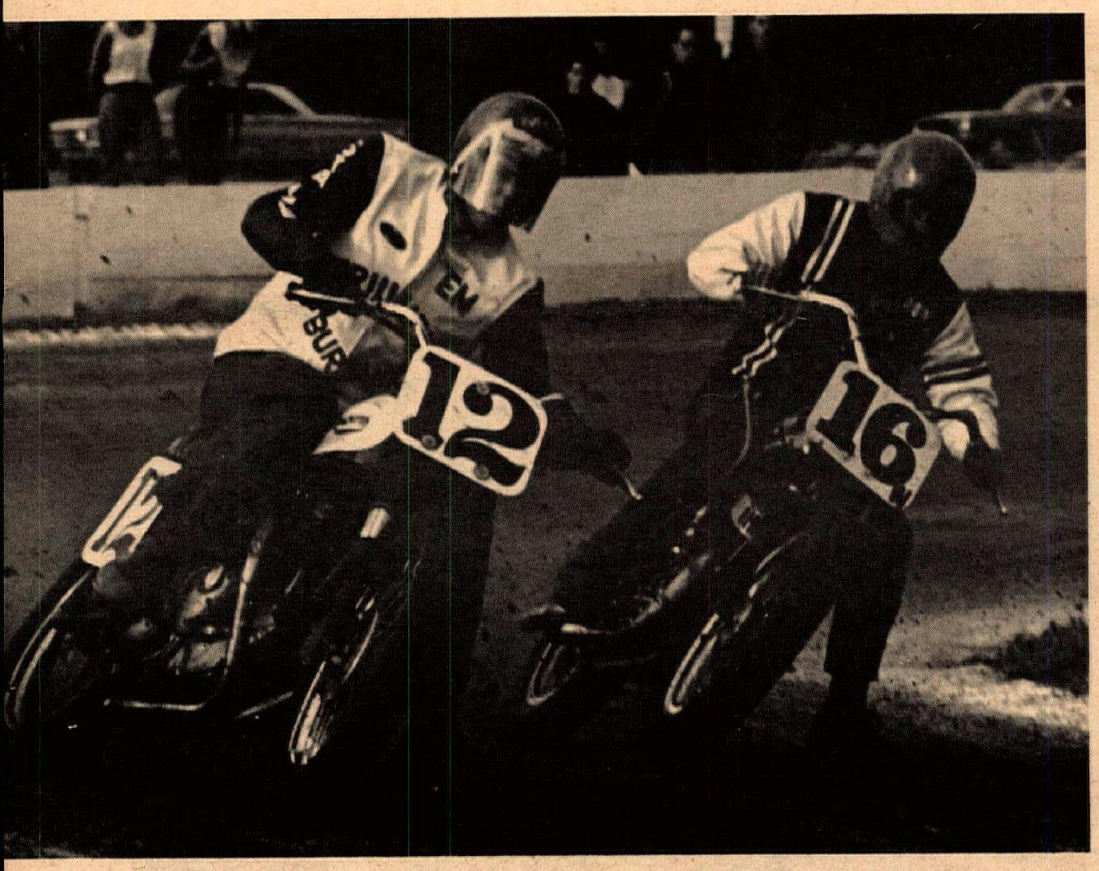
Williams then turned in a good ride to come from 9th place to finish a distant second behind Odom at the checkered flag.

These two will again be matched at Portland on the mile oval this coming Sunday afternoon. Williams was also Triumph mounted.

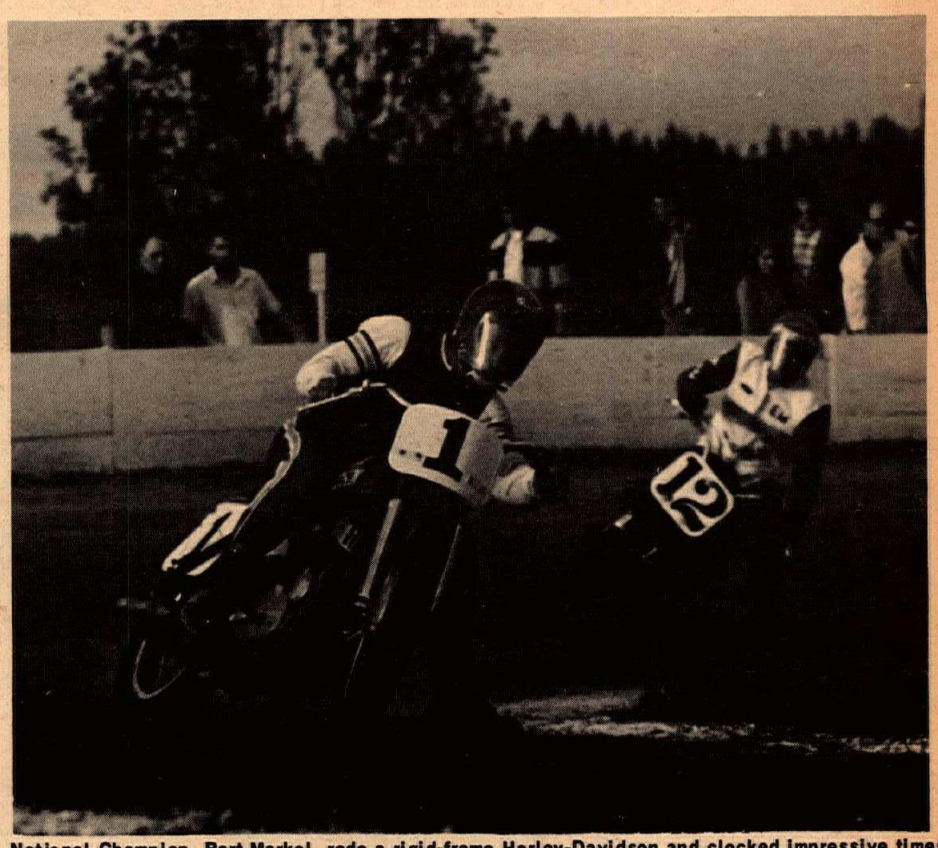
(Results on page 16)

Double Triumph threat of Dick Hammer and Gary Nixon through tight Castle Rock Turn.

National number 16, Dick Hammer, was expected to contest for the lead but was dogged by the spectre of bad luck. Here he is sliding along the ground while his machine is doing an endo.

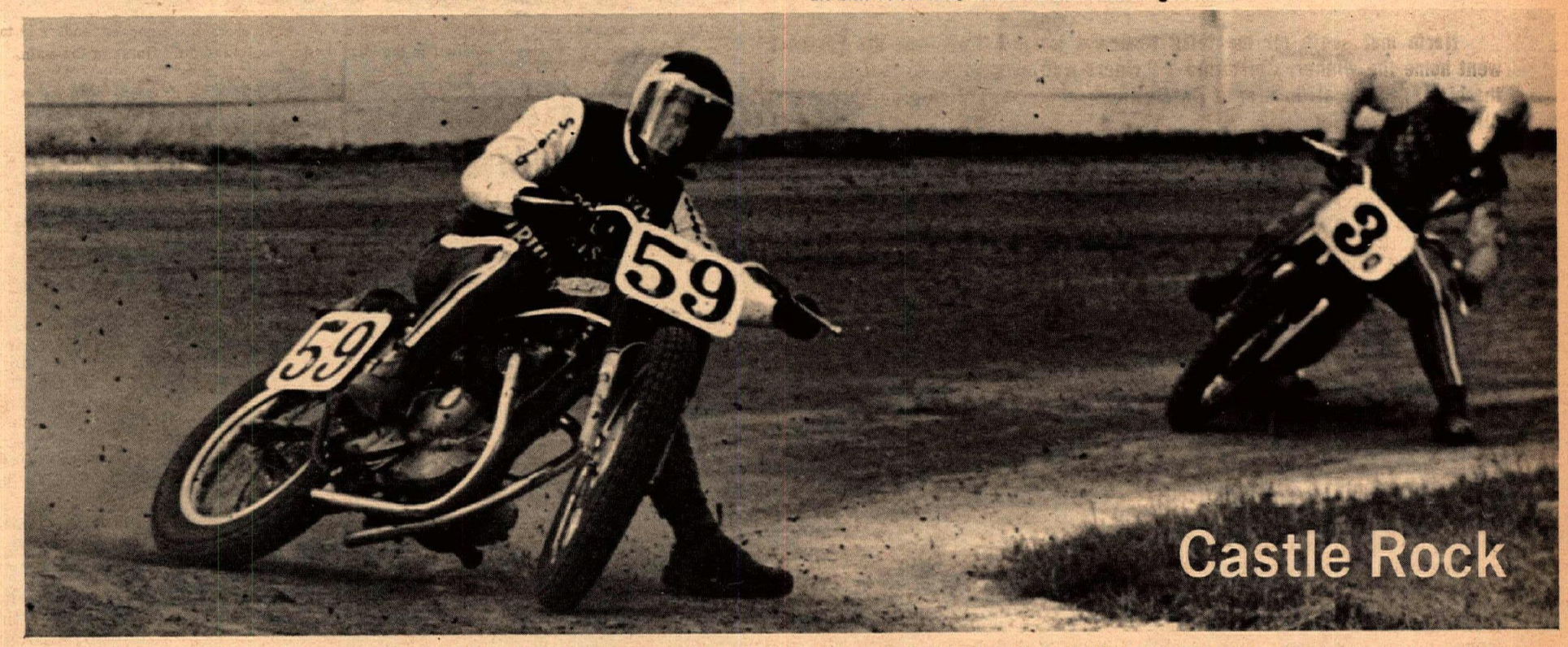


Mulder's steel shoe plows up the earth as he powers around Don McLeod.



National Champion, Bart Markel, rode a rigid-frame Harley-Davidson and clocked impressive times during practice. However, he was out of the running for the second straight year when he flipped the bike at the line. Burbank's Eddie Mulder got sixth.

Vic Ebbutt



The Flying Dutchman, Skip Van Leeuwen was clearly the fastest man of the meet but was plagued by mechanical problems, in typical Van Leeuwen fashion. A jammed brake lever relegated him to fifth place.

A DAY IN THE DESERT

by Dutch Fielder

DATE — 18 June 1967

LOCATION: Intersection of Highways 58 and 395 (Four Corners)

EVENT: Pacific Southwest Championship Hare Scrambles

SPONSOR: Those Tri-Wheeled Terrors the Side-Hack Association

SCENE: Big bore desert sleds lined up side by side, the riders 50 yards away nervously watching the black and white Side-Hack Association banner that will signal the LeMans-type start. On the horizon a black curl of smoke is rising.

When you arrived this morning you were given a written riders' meeting. Among other things it stated that the entire course had been limed from hacks. Aside from the heat which even now at 10 a.m. is becoming apparent, the only problem should be finding the lime, and the smoke bomb is easy to see from here.

Viking on a Caterpillar

OOPS! There goes the banner! RUN, MAN, RUN! — Get a hold on your machine — kick over the engine — nothing. Kick over engine again — it fires. You depart. WOW! Look at all that dust and movement — looks like the land rush scene from Oklahoma. You draw a bead on the smoke bomb and find it in a sand wash three miles out. As you pass it, see a character that looks strangely like Eric the Red, complete with horned helmet. He's pointing the way from astride a Harley hack marked with Caterpillar diesel decals and you begin to realize this is no ordinary desert race.

A Phone Call?

Up the sand wash to check #1. Looks easy — until you spot Check #1. It's on top of a rocky nob that's so rough it looks like they set up the check by helicopter. Helicopter!? Isn't that a "chopper" sitting just to the left of the check? (You find out later that it's John Derek, actor turned director, collecting footage for a movie starring Dean Martin's son, Dino.) After getting your tank card tagged and right leg marked, you strike out for Check #2. One downhill, a sand wash, and a rock arroyo later you're there. This one is manned by the Jolly Green Giant himself. This guy is so big it looks like he could pick up his sidecar outfit and run with it. And the other couple — WOW! She can't weigh over 100 lbs. and her husband — the guy with the top hat says she passengers the hack. HA! Some guys expect you to believe everything. SAY — that sign says "Phone call for JN Roberts!" I hope it's his draft board. Fast action here. Not for long though — danger marks ahead. Slight drop off — maybe 6 or 8 feet. Out the other side. Follow the lime through brush — out into open country again. Look at that! One white line across the desert. There must be lime every 8 feet out there. It's even on the Joshua trees. No trouble following that trail.

Beg Your Pardon

Check #3 already and this one is a gas. This cute little chick in a middy blouse and tight pants leans over your left hand to mark your tank card — you smile, offer to take her on a tour of scenic Four Corners and then discover her husband is standing on your right foot. Extract foot — engage clutch — and SPLIT. WHEW!

Now the going gets rough — not that the course hasn't been rough all along (like the hill getting into Check #2 — good thing they had a road going around it with a sign "Snivelers take the road" — So who's going to know I'm a sniveler?). But now everybody's going a lot faster in this open country and those road crossings and canyons across the course kind of sneak up on you.

Finish With And End-O

What's that up ahead? Check #4. Quick stop here — out into desert again. Don't remember much about that one. It all happened so fast. Just some guy standing knee deep in kids and grinning through a moustache. Another guy standing there cleaning his glasses. Over a small hill toward Check #5 and the end of the first loop. Check #5 AT LAST — slide to a halt — receive mark on card, gas, water, slap on back — then with a suave wave to fans (both of them) depart on second of four loops. Travel one mile — giant end-o, bent forks, break handlebar, retire from active competition for afternoon. Hitch ride from passing dune buggy back to pits — armed with liquid refreshment walk back to Check #5 and watch race progress. Ferro comes in on about his second loop — steps off bike and almost passes out with heat prostration. Lonnie Peterson is broken down on the course somewhere.

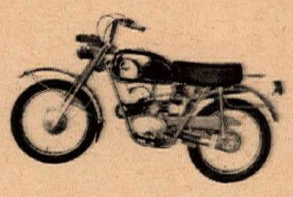
Word reaches the pits the helicopter has crashed — much confusion over this — you've heard of rough desert races but when they crash a "chopper" trying to follow the course — YOU KNOW IT'S ROUGH. It is finally determined that it had hit a wire and went down in a ditch — no injuries.

Last Leg

Trail bikes are coming through now. You are told that one-third of the entries were these little "tiddlers" and a lot of them women. This makes you begin to wonder how in H— they can get one around the course as tough as this one. How about that downhill between two and three? It was so rocky it was like trying to ride a tricycle through a watermelon patch — and those sand washes. You had trouble keeping your 650 moving and yet here they come — super thin tires and all. And will you look at that guy that's working the trail bike finish. What's he wearing — a tent? I'll be d—d. TIME PASSES — another loop is completed. They're on the last leg now. Here comes your winner — and you think you recognize that silhouette — yep there's no mistaking those shoulder pads — it's JN Roberts on a Husky — naturally. You con't begrudge him the win though because the Side-Hack Association laid out a run that was one of the roughest and toughest of the year. So tough, that many of the desert's best riders did not finish. They sure made him earn his trophy. By the way, this was the first annual Tri-Wheels Trails Perpetual Trophy Race and they say the trophies will be something to see. Especially the perpetual trophy.

LATEST RESULTS PROVE IT..
HODAKABILITY
DOES IT EVERY TIME!

Pacific Southwest Championship
European Scrambles
July 9, 1967
JACK FROELICK — HOD
JACK MORGAN — HOD
FRANK WHEELER — HOD
DICK WRIGHT — HOD
1st thru 13th were HOD



Ponderosa Hare & Hound
July 4, 1967
J. SPENCER — HOD
S. HOLLADAY — HOD
E. C. BIRT — HOD
1st thru 7th were HOD

Sage Hoppers 50-Mile
July 2, 1967
1. JACK MORGAN — HOD
2. ROY BARNETT — HOD

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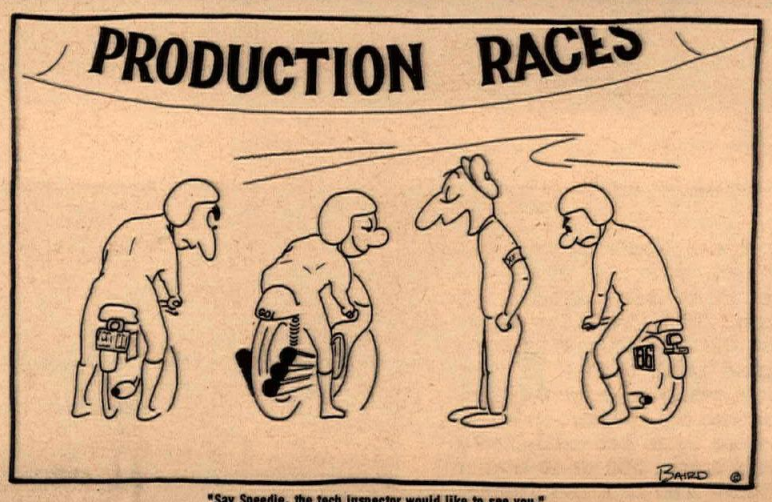

"Say Speedie, the tech inspector would like to see you."

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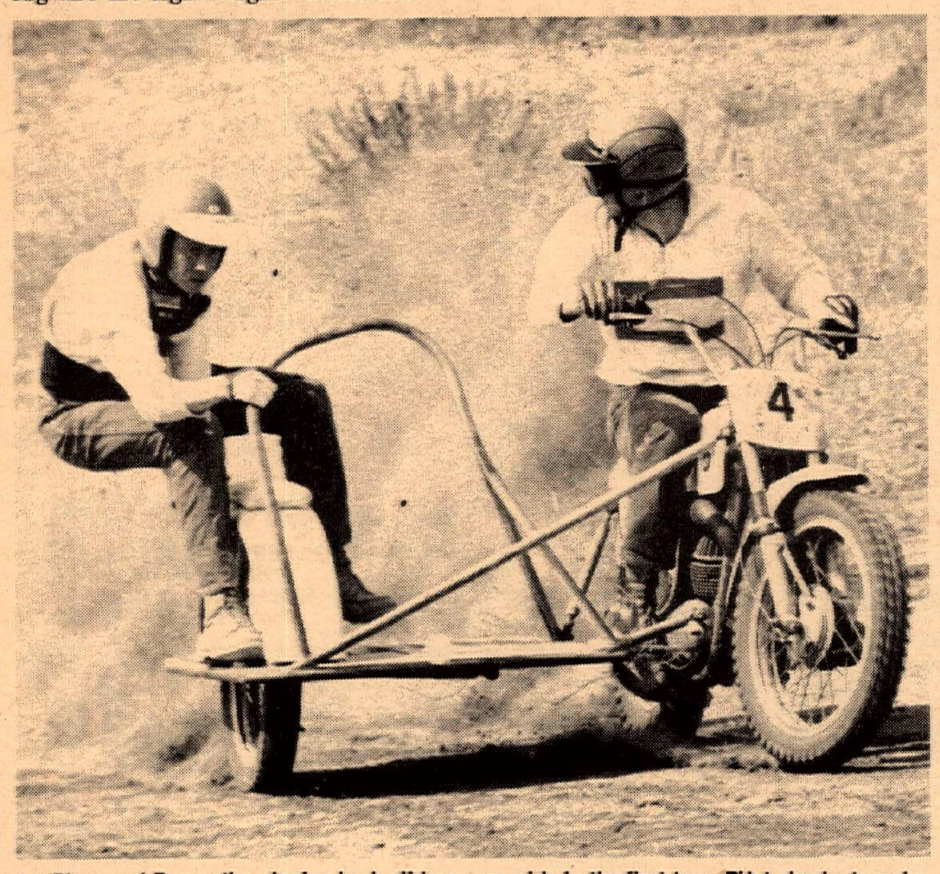
*Suggested retail price

BIG GUNS GET REVENGE AT PERRIS

Photos & Story by Maureen Lee

There were a lot of unhappy little bike riders on July 4th when they found themselves in the same situation the heavyweights have been in – that of sitting around for hours while the heats were run off. The Jack Rabbits decided that turn-about was fair play and scheduled the big guns in the morning and the lightweights afternoon.



Le Blanc and Burns, the winning hack sliders, way wide in the first turn. Pilot checks to make sure passenger is still attached.

Honda-mounted John Rice comes off the banking.

Among beefs were heard were "Why are they doing it this way? They never do it this way and it's just not fair." "They're discriminating against the little bike!" And so on. One good point though is that the big bores really tear the track up and by the time the tiddlers came to bat there were some bee-u-tiful ruts that might not bother 500 or 40-incher but really throw a 50 or a 100 around, especially in the Novice class.

Wilburn Rockets Over Bars

Anyway, all survived the day, although the big boys had some great crashes. Larry Wilburn celebrated the 4th by making like a rocket over the handlebars as he hit Chuck McIntosh's scooter which was sliding down the track on the house turn. The 500 Expert class had two starts with some entangling going on in the first turn. What with their run-offs and pileups lately they're getting the most exciting to watch and bring big grins to the faces of Novices who always get accused of being squirrely.

The Sidehacks ran heats instead of motos and as usual kept everyone on their toes watching them. The Bultaco of LeBlanc and Burns won and there are times I still don't believe what their front end looks like when they come over the jump even though I'm looking right at it. It literally turns sideways!

Larry Wilburn starts to leap over handlebars. Chuck McIntosh, in the background, appears to be mesmerized by the aerial display.

Protest!

Young Steve Nichols, a 50cc rider, was protested but we're very happy to report that he is legal! Some people feel like rats when they do protest somebody and some times they deserve to feel that way. However, a protest is the only way to keep the finks in line and once in a while it does a world of good. Does anyone remember that a protest can take the form of a signed petition to the Sports Committee about conditions at a track? The riders can actually get together and do something about a track if they feel that it is unsafe or undermaintained etc., and the powers that be in the District will investigate.

Taylor's Back in Town

That chap who has been going so well in the 250 Expert class with that horribly high number of 297x is Larry Taylor on his new PurSang. There are probably quite a few riders around who wonder who the heck he is with that high number but with such obvious riding ability. Well, two years ago Larry was "retired" by the U.S. Army and sent to Germany while he was the holder of No. 15 heavyweight plate, changing any plans he had for working down to a single digit number. Because he had been away so long he was offered an Amateur number, but he turned it down. He didn't feel it would be "fair." "I was an Expert" he said, and to this young man once you've worked your way up there to Expert that's it. What a difference from some guys who cry buckets when they make Amateur or even worse, try to get themselves moved back a rating when there's no real excuse for doing so. Anyway, Larry is serving notice that he's going after that No. 1 plate too. He's too far behind this year, but he's going to campaign just the same, and look out in 68!

(Results on page 16)

Look out, I'm coming through! Big bike Expert powers through a heap of tangled machines. To the rear of Feets Minert (on his left leg) is Don Ogilvie and to his right is Bruce Jackson. Who says Novices are squirrely?

Open Expert gets dusted as two Triumph riders press on regardless.

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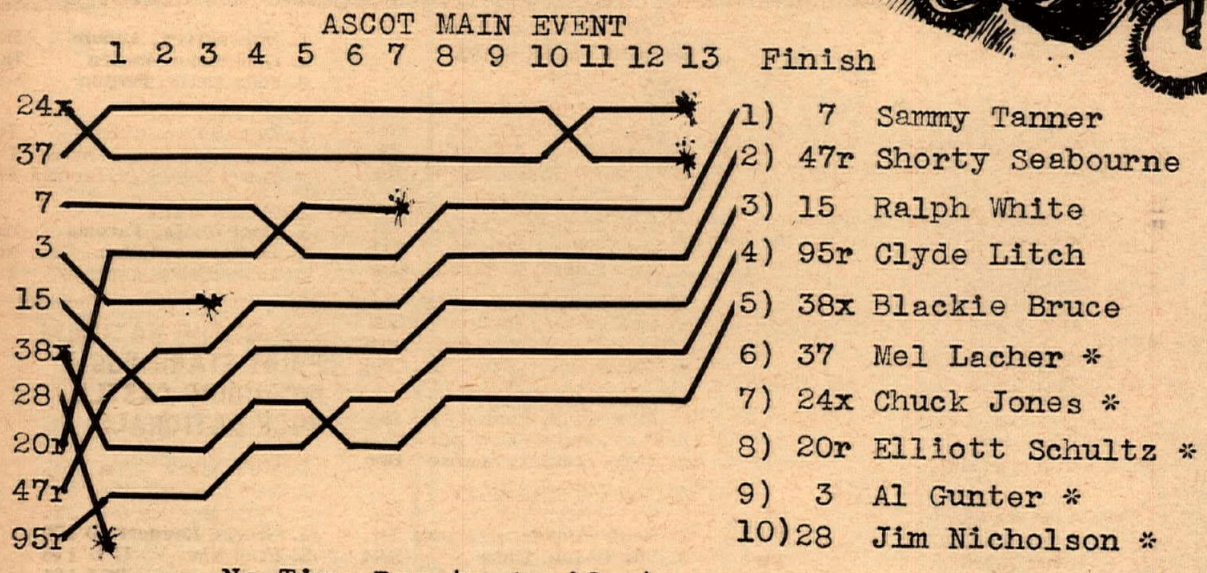
All results unofficial unless otherwise noted.

RESULTS

LAP CHART By Carol Sims

ASCOT MAIN EVENT



No Time Due to Accident
* Did Not Finish

PONDEROSA HARE'N HOUND
July 4, 1967

OPEN CLASS
1. B. Hutton Hus
2. L. Peterson Tri
3. B. Ewing BSA
4. J. Cameret Tri
5. L. Fortner Hus
6. R. Fry Hus
7. M. Steele Tri
8. G. Gren Hus
9. A. Baker Mai
10. A. Marsik Tri
11. M. Popovis Bul
12. D. Brewer Tri
13. J.N. Roberts Hus
14. C. Hermansen Gre
15. D. Remple Hus

TRAIL CLASS
1. J. Spencer Hod
2. S. Holladay Hod
3. E.C. Birt Hod
4. W. Anderson Jr. Hod
5. J. Sanders Hod
6. L. Taylor Hod
7. D. Douglas Hod
8. J. Holliday Hon
9. D. Washburn Hon
10. M. Lee Hod
11. G. Lane Hod
12. R. Bechard Hod
13. R. McAllister Hod
14. D. Heliyard Hod
15. R. Ramsey Hon

ELSINORE TT
July 8, 1967

100cc NOVICE
1. K. Wilson Hod
2. J. Biedenbach Bul
3. J. West Hod

200cc NOVICE
1. J. Graver Bul
2. N. Burascano Hon
3. K. Hudson Bul

250cc NOVICE
1. R. Park Bul
2. L. Nolen Bul
3. L. Verdoorn Bul

350cc NOVICE
1. A. Hindelang Hon
2. T. LaFortune Hon
3. L. Mooney Hon

500cc NOVICE
1. D. Burkman BSA
2. A. Hindelang Hon
3. J. Smith BSA

OPEN NOVICE
1. D. Burkman BSA
2. H. Mortensen Tri
3. B. Noble BSA

100cc EXPERT
1. T. Warren Bul
2. R. Burkert Hod
3. K. Wilson Hod

200-250cc EXPER
1. D. Brooks Suz
2. R. Park Bul
3. L. Davis Gre

500cc EXPERT
1. C. Cargo BSA
2. A. Spark Tri
3. T. Dennis BSA

OPEN EXPERT
1. J. Bailey BSA
2. M. Chamberlain Tri

SWEEPSTAKES
1. C. Cargo BSA
2. J. Bailey BSA
3. K. Wilson Hod

SPIRIT OF 76
ACA EVENT
Willow Springs July 2, 1967

100cc SCRAMBLES
1. Steve McMahan Yam
2. Gary Bailey Hod
3. Frank Wheeler Hod
4. Ed Crowell Hod

250cc SCRAMBLES
1. Gary Conrad Gre
2. Walter Bird Gre
3. Micky Freeney Gre
4. Steve Scott Bul

500cc SCRAMBLES
1. Jack Ross Tri

OPEN
1. John Harny Tri

ROAD RACES

50cc GP CLASS
1. Roger Baeder Suz
2. Tony Nicosia Hon
3. Sid Chambers Mon
4. Steve Ricketts Toh

100 GP
1. Val Howard Yam
2. Jeff Pasternak Yam
3. Rick Newly Hod
4. Scott Gerhardt Yam

125 GP
1. Bruce Iban Hon
2. Bob King Toh

175 GP
1. Larry Pruett Yam
2. G. R. Brown Mon
3. Dan Guinn Hon
4. Marty Endless Hon

250 GP
1. Buddy Parriott Yam
2. Ken Gartner Yam
3. Marv Fleming Yam
4. Roger Wood Hon

350 GP
1. Al Hendrixson Hon
2. Tony Nicosia Suz

500 GP
1. Buddy Parriott Nor

OPEN GP
1. Jerry Winters H-D
2. Peter Gray H-D
3. Michael McNeel Tri-Mat

LIGHTWEIGHT PRODUCTION

50cc
1. Bud Giles Mon
2. Sid Chambers Mon
3. Dick Pearce Mon

100cc
1. Roger Baeder Kaw
2. Jeff Johnson Yam
3. David Klippel Yam
4. Stephen McDermott Yam

125cc
1. Byron Tracy Hon
2. Keith Hammer H-D
3. Ed Keely —

175cc
1. Kenneth Russell —

200cc
1. David Damron Suz
2. Barry Provisor Bul
3. Norman Rille Yam
4. Alfred Del Gigante Mon

250cc
1. David Damron Suz
2. Pat Hyman Suz
3. Michael Prusinski Duc

OPEN
1. Jerry Winter H-D

LIONS DRAG RESULTS
July 2, 1967

TOP ST: Bracket & Miller H-D 12.20—108.56

TOP FUEL: StaLube Expresso Tri 11.14—

STOCK STREET
AA: Roy Williams H-D 13.86— 93.16
A: Jim Sherwin H-D — —
B: George Meyer BSA 13.80— 95.80
C: K.A. McIntosh BSA 16.40— 76.00
D: Craig Meruan Hon 15.03— 81.81
F: Annis Dobbs Yam 19.21— 61.85

MOD. STREET
AA: Al Sherwin H-D 12.90—103.44
A: Bracket & Miller H-D 12.20—108.56
B: Dick Strickland BSA 13.80— 99.00
C: Harry Couch Tri 13.39— 97.50
D: Jack Murphy Suz 13.40— 98.89
E: Vince Rowles Suz 13.52— 95.03

GAS
A: Rod Manuel H-D 14.44— 89.55
B: Bob Long Hon 12.78—106.88

SO. CALIF. TRIALS ASSN.
ENGLISH TRIALS RESULTS
Canyon Crest June 18, 1967

MASTER
1. Jim Wilson Tri
2. Jack Ward Tri
3. Stu Marshall Gre
4. Bob Grove Gre
5. Bob Nickelsen Gre
6. Dick Eaton Tri
7. Ralph Moore Dot
8. Harry Brattin Tri
9. Dick Murray BSA

EXPERT
1. Jim Brunson Gre
2. George Steward Tri
3. Charlie Hogue Hod
4. Jim Bollingmo Mat
5. Don Morgan (tie) Mat
5. Jim Smith (tie) Tri

AMATEUR WOMEN
1. Carol Thornton Hod
2. Jacqualine Mobley DNF

AMATEUR HEAVYWEIGHT
1. John Schindler (tie) Mat
1. William Baxter (tie) BSA
3. Larry Payne Hon
4. Jack Hawk Hon
5. Mike Eaton Mat
6. David Schleith Tri

AMATEUR LIGHTWEIGHT
1. Larry Berg Bul
2. Duane Stone Gre
3. Vince Martinelli Gre
4. George Langos Gre
5. John Walters Hon
6. Enzo Martinelli Gre
7. John Tygret Tri
8. Ronnie Roach (tie) Tri
8. Warner Mobley (tie) Bul
8. Thomas Page (tie) Bul
8. Gene Florian (tie) Bul
12. John Woodruff Bul
13. Francis Steward (tie) Bul
13. Loyd Davis (tie) Tri
15. Don Strategier Yam
16. Mike Thornton Gre
17. Butch Kohler Tri
18. Don Smith Bul

AMATEUR ULTRA LTWT.
1. Bob Brookhart (tie) Hod
1. Lee Rombeau (tie) Hod
3. Dexter Kinnaird Hod
4. Bruce Dunford Hod
5. Geoff Hammond Hod
6. Cary Lewis Hod
7. Scot Kinnaird (tie) Suz
7. Don Lawrence (tie) Yam
9. Steve Hopper Yam
10. Don Clement Hod
11. Brian Akers Yam
12. Joel Antworth Yam
13. George Hutchinson Hod
14. Bill Porter Hod
15. Johnnie Tygret Bri
16. Jay Forbes Hon
17. Ray Pingle Yam

WILLOW SPRINGS
July 2, 1967

LIGHTWEIGHT PRODUCTION

50cc
Bud Giles, Lynwood Mon
Sid Chambers, Long Beach Mon
Dick Pearce, Bev. Hills Mon

100cc
Roger Baeder, Oceanside Kaw
Jeff Johnson, Bakersfield Yam
David Klippel, Los Angls. Yam
S. McDermott, Montebello Yam
Scott Gerhardt, Torrance Hon
Ed Light, Beverly Hills Hon

125cc
Myron Tracy, Bellflower Hon
Keith Hammer, Canoga Pk. H-D
Ed Keely, Wilmington H-D

175cc
Kenneth Russell, 1000 Oaks

200cc
David Damron, S. Berdo Suz
Barry Proviser, Encindo Bul
Norman Rille, La Crescen. Yam
A. Del Gigante, San Berdo Suz
Dick Pearce, Beverly Hlls Mon

HEAVY PRODUCTION

250cc
David Damron, San Berdo Suz
Pat Hyman, Palmdale Suz
M. Perusinski, Lancaster Duc

OPEN
Jerry Winter, Encino H-D

OLDEST BIKE
Lee Standley, Ojai Ind

MAN MILE
Lee Standley, Ojai Ind.

OLDEST MAN
Hal Schlarman, China Lake Hon

BEST CUSTOM ST. MACHINE
Hal Schlarman, China Lake Hon

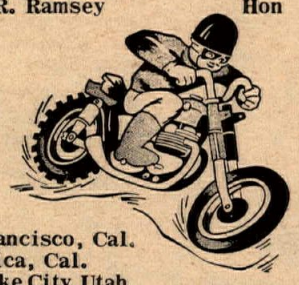
YOUNGEST RIDER
Jim Frisch, Rosamond Yam

BEST DRESSED
Myron Tracy, Bellflower Hon

BEST COMPETITION MACHINE
Myron Tracy, Bellflower Vam

BEST STOCK ST. MACHINE
Bill Giles, Lynnwood Mon

CASTLE ROCK NATIONAL TT
Castle Rock, Wash.
July 9, 1967



30 LAP NATIONAL FINAL
1. Mert Lawwill, H-D San Francisco, Cal.
2. Dave Palmer Nor S. Monica, Cal.
3. Chris Draayer H-D Salt Lake City, Utah
4. Dan Haaby BSA Gardena, Cal.
5. Skip Van Leeuwen Tri Sherman Oaks, Cal.
6. Eddie Mulder Tri Burbank, Calif.
7. Dusty Coppage Tri Burbank, Calif.
8. Dick Jagow Tri Gresham, Ore.
9. Emil Ahola Nor Tacoma, Wash.
10. Gary Davis Tri Portland, Ore.
11. Francis Franklin Tri Castle Rock, Wash.
12. Gary Nixon (DNF) Tri Baltimore, Md.
13. Dallas Baker (DNF) BSA Santa Ana, Calif.
14. Dick Hammer (DNF) Tri Lakewood, Calif.
15. Dick Mann (DNF) BSA Schenectady, N.Y.
16. Eddie Wirth (DNF) BSA Manhattan Bch., Cal.

(Did Not Finish) Time: 13:14:76 New track recor

15 LAP AMATEUR FINAL:
1. Jimmy Odom Tri Fremont, Calif.
2. Mark Williams Tri Cottage Grove, Ore.
3. Larry Wilburn Tri Lancaster, Calif.
4. Dan Holton Tri Sumner, Wash.
5. Ron Hoppe Nor Edmonds, Wash.
6. Roger Goldthwaite Enf Sunnyvale, Calif.
7. Orlie Lohre Tri Aldwd Man., Wash.
8. Ross Roberts Tri Yakima, Wash.
9. John Fry Tri Oakland, Calif.
10. Jan Crawford Tri Costa Mesa, Calif.
11. Larry Salsberry Tri Richland, Wash.
12. Gary Boyce Tri Aspen, Colo.
13. Alan Anderson Tri Eugene, Ore.

Time: 6:01:14 New Track Record

SAGE HOPPERS 50 MILER
July 2, 1967

EXPERTS & AMATEURS
Malcolm Smith Hus
Steve Hurd Mat
Gene Fetty Mat
Bill Silverthorn Hus
Gary Preston Tri
Bill Harry CZ
Gary Griffin Bul
Mike Patrick Mai
Allison Sanderpool Hus
Ed. Rosa Hus
Mark Gooding Mai
Jeff Willis CZ
Zane Prather Tri
Bruce Cornell Tri
Stan Colvin Bul
John Anderson Hus

NOVICES
Jim Dorman Tri
John Martin Mat
Jim Stein Hus
Ken Rennick Mon
Ken Locke Tri
Bud Hedrick Hus
George Ethridge Gre
Jim Beatley Hus
Don Dixon Gre
Dave Malone Duc
Warren Goff Hus

100cc CLASS
Jack Morgan Ex Hod
Ray Barnett Ex Hod
Larry Harmon Ex Hon
Bob Deutschman Ex Zun
Clyde Grizzle Nov Hod
Jay Rudolf Nov Hon
Marlon McManus Nov Yam
Andy Marcum Nov Hon
Dan Phillips Nov Hon
Robbie Jones Am Hod
Ritchie Norgaard Nov Hod

POWDER PUFF
Carol Gooding Hod
Shirlee Newson Hod
Carol Chiara Hod
Linda Malarkey Hod

TULARE
June 30, 1967

NOVICE MAIN
Steve Pederson Long Beach
Jack Wilkinson Orange
Jerry Peters Gardena
Don Hughes Bakersfield
John Rigger 1000 Oaks
Rick Dunkee Bellflower
Mike Spitzer Sunset Bch.
George Omo Pt. Hueneme
Don Harmes Fresno

ASCOT HALF MILE
Friday, July 7, 1967

15 LAP EXPERT FINAL
1. Sammy Tanner BSA
2. Shorty Seabourne BSA
3. Ralph White BSA
4. Clyde Litch BSA
5. Blackie Bruce BSA
6. Mel Lacher H-D
7. Chuck Jones BSA
8. Elliott Schultz Enf
9. Al Gunter Mat
10. Jim Nicholson Vel

10 LAP AMATEUR FINAL
1. Phil Todd BSA
2. Carl Patrick Tri
3. Norm Elledge Tri
4. Lenny Earl H-D
5. Mike Morrissey BSA
6. Ron Lacher BSA
7. Don Dobbins Enf
8. Gary Waldo H-D

8 LAP NOVICE FINAL
1. Rick Ellisarraras Suz
2. Dave Smith H-D
3. Alex Chinowski Hon
4. Joe Hamilton Yam
5. George Omo Mon
6. Jerry Peters Yam
7. Ken Lighthouse Yam
8. Steve Ellsworth Bul
9. Chuck Hart Mon
10. Steve Pederson Kaw

ORANGE COUNTY SHORT TRACK
July 5, 1967

100cc T.D.
Ron Taylor, Santa Ana Yam

250cc T.D.
Rick Woods, Sunset Beach RE

100cc MAIN
Ron Taylor, Santa Ana Yam
Russ Robinson, Gard. Grov Yam
David Aldana, Santa Ana Suz
Rick Woods, Sunset Beach Yam
D. Massingham, Buena Pk. Yam
Gary Kearns, Fountain Vly Yam

250cc MAIN
Rick Woods, Sunset Beach Duc
Sal Acosta, Compton Bul
Robert Soppeland, D.M. Iowa Bul
Jim Doron, Santa Ana Bul
Larry Verdoorn, Fullerton Duc
Eddie McGregor, S. Laguna H-D

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JACK RABBITS M.C. FIRECRACKER FIESTA
Perris, July 4, 1967

50cc AM-EXP.

Steve Nichols	Hon
Jay Lewis	Mop
Jim Raymond	Hon
Arthur Moya	Hon
H.V. Long	Yam

100cc NOVICE MAIN

Walt Crampton	Hon
Claude Long	Yam
Karl Wilson	Hod
Jocko Arledge	Yam
Whitney Blakeslee	Bri

100cc EXPERT MAIN

Kirk McDowell	Hon
H. Mendenhall	Yam
Jim Connolly	Hon
Jim Raymond	Hon
Frank McDowell	Hon

100cc AMATEUR MOTO

Ken Lee	Hon
Steve Stricklin	Hon
Kurt Lewis	Hon
David Aldana	Suz
Dennis David	Hon

175-200cc AM. EXP. MAIN

R.M. William	Bul
R. Killingsworth	Bul
Gary Riley	Bul
Mike Boal	Mon
J.A. Graver	Bul

250cc NOVICE MAIN

L.F. Nolen	Bul
L. Verpoorn	Bul
Bob Patten	Bul
F.S. Corley	Bul
R.J. Eigenbrod	Hus

250 AM-EXP. MAIN

David Brooks	Suz
Steve Stricklin	Bul
Jim Connolly	Gre
Don Harris	Hon
Larry Taylor	Bul
Ray McCarty	Hus

POWDER PUFF MOTO

Sharon Wolf	Bul
Kelley Struble	Hod
Pat Drake	Hod
Eulene Long	Hon
Marsha McIntosh	Hon

SIDE HACK MAIN

Pilot J. LaBlanc	Bul
Pas. H. Burns	
Pilot Dave Roesch	H-D
Pas. Tom Ridyard	
Pilot Bob Johnson	Tri
Pas. Ed Wade	
Pilot Joe Heilhe	BSA
Pas. Don Miller	

500cc NOVICE MAIN

Dave Bastian	Mat
Gordon LaPointe	Eso
D.E. Klinkenbord	Mat
Brian Shoet	Tri

500cc AMATEUR MOTO

Ray Nichols	Tri
Dwight Harlow	BSA
R. Carpenter	BSA
Ed Beeching	BSA
Randy Hall	BSA

350-500cc EXPERT MAIN

John Rice	Hon
Chuck Minert	BSA
Jim Hunter	BSA
Clutch Cargo	BSA
Don Jones	Tri

OPEN NOVICE MAIN

Bill Noble	BSA
Jim Myers	Tri
Nick Deligianis	Tri
Dave Sain	Tri
Rick Carlson	Tri

OPEN AMATEUR MAIN

John Bailey	BSA
Terry Dorsch	Tri
Gene Smith	Tri
Jim Peterson	Tri
Max Hinsahw	BSA

OPEN EXPERT MAIN

Mike Posey	BSA
Ben Fakkeldry	Tri
Mike Chamberlain	Tri
R.S. Reel	Tri
Darwin Ballard	BSA

A.M.A. SPORTSMAN ROAD RACES — SUNDAY, JULY 30th — ALL CLASSES 50cc TO 1,000cc

REGISTRATION 9–11:00 A.M.
PRACTICE TIL 1:00
RACING AT 1:30

CARLSBAD RACEWAY
PALOMAR AIRPORT ROAD, 7 MILES EAST OF HIGHWAY 101

PRODUCTION CLASSES (UNDER 251cc)

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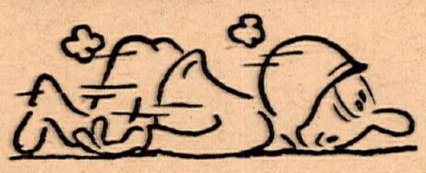

GRAHAM SPEEDWAY
Graham, Washington
July 6, 1967

NOVICE TROPHY DASH

1. Jim Jones, Kirkland	Hon
2. Dale Silvey, Auburn	Hon
3. L. Corey, Alderwood M.	Duc

AMATEUR TROPHY DASH

1. Ross Roberts, Yakima	Tri
2. Dan Holton, Auburn	Tri
3. Orlie Lohre, Kirkland	Tri

EXPERT TROPHY DASH

1. Emil Ahola, Tacoma	Mat
2. Dave Palmer, S.M., Cal.	Nor
3. Dallas Baker, Orge, Cal.	BSA

NOVICE SEMI-MAIN

1. John Smith, Renton	Suz
2. Byron Mayer, Olympia	Hon
3. Roger Stanley, Seattle	Hon

AMATEUR SEMI-MAIN

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2. Sandy Saunders, Tacoma	Tri
3. Von Hogan, Elma	BSA

EXPERT SEMI-MAIN (1)

1. Jim Berry, S.A., Cal.	Tri
2. D. Bostrom, Daly C., Cal	Tri
3. Chuck Winders, Olympia	Tri

EXPERT SEMI-MAIN (2)

1. Rollie Hall, Kennewick	Tri
2. L. Johnson, Tacoma	Tri
3. Bill Fogg, Vancouver	Tri

NOVICE MAIN

1. Dale Silvey, Auburn	Hon
2. Gene Simon, Burien	Hon
3. John Smith, Renton	Suz

AMATEUR MAIN

1. Dan Holton, Auburn	Tri
2. Ross Roberts, Yakima	Tri
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* 2. Carl Steven	Gre
* 3. Mike Hinshaw	Gre
* 4. Kurt Lohmeyer	Gre
* 5. Mike Haller	Gre
* 6. Lonnie Betts	—
* 7. Stan Leak	Gre
* 8. Jess Woodfin	—
* 9. Jim Cook	Gre
*10. Earl Penny	Mon

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*1. George Walker	Bul
*2. Bob Rodine	Hus
3. Stan Phillips	Gre
4. Richard Boyle	Gre
5. Allison Vanderpool	Hus
6. Don Afflack	Bul
7. Bill Harris	Bul
8. Dick Smith	Gre

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* 2. Bill Harry	CA
3. Glenn Thomas	Gre
4. Earl Roeseler	Hus
5. Don Watkins	Gre
6. Dennis Torgerson	Gre
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9. Carroll Ditson	Gre
10. Gary Griffin	Bul

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* 3. Bob Ferro	Tri
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5. Bill Hutton	Hus
6. Ron Fry	Hus
7. Mike Patrick	Nor
8. Jack Byers	Tri
9. Steve Hurd	Mat
10. Gary Preston	Tri
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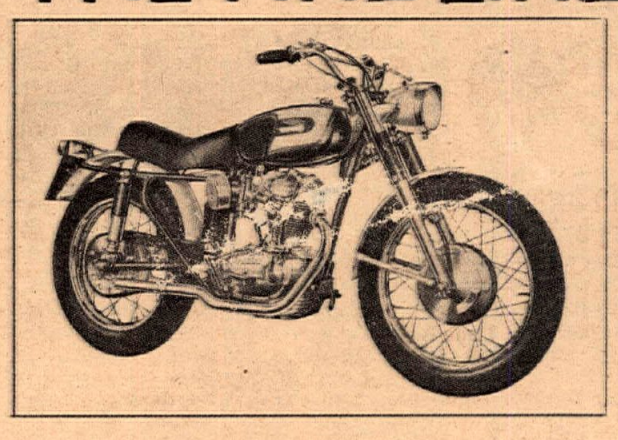

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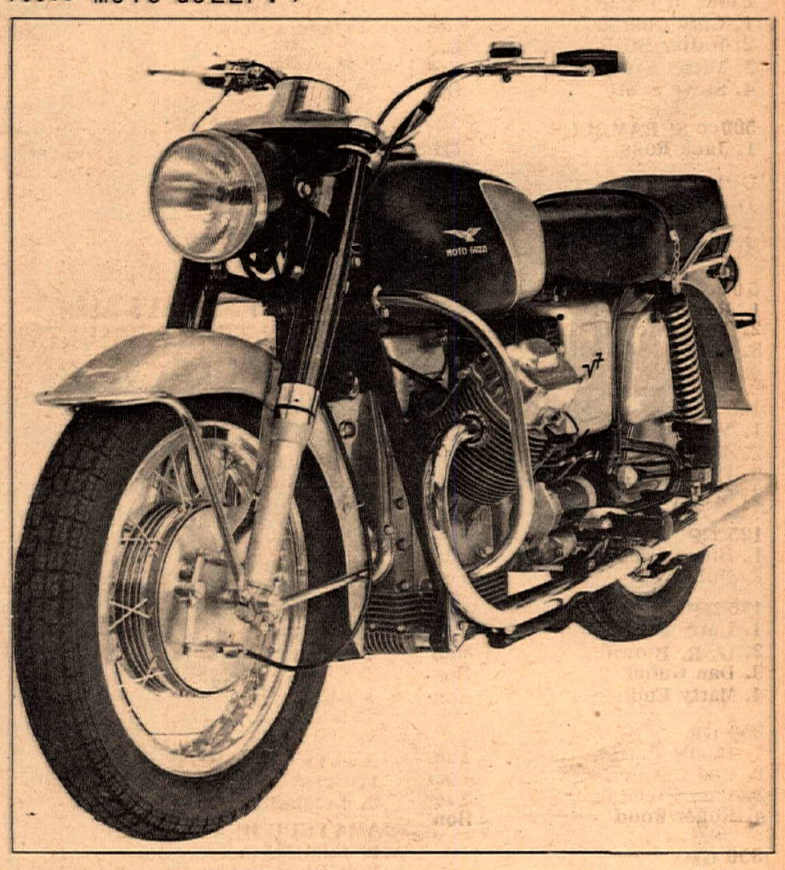

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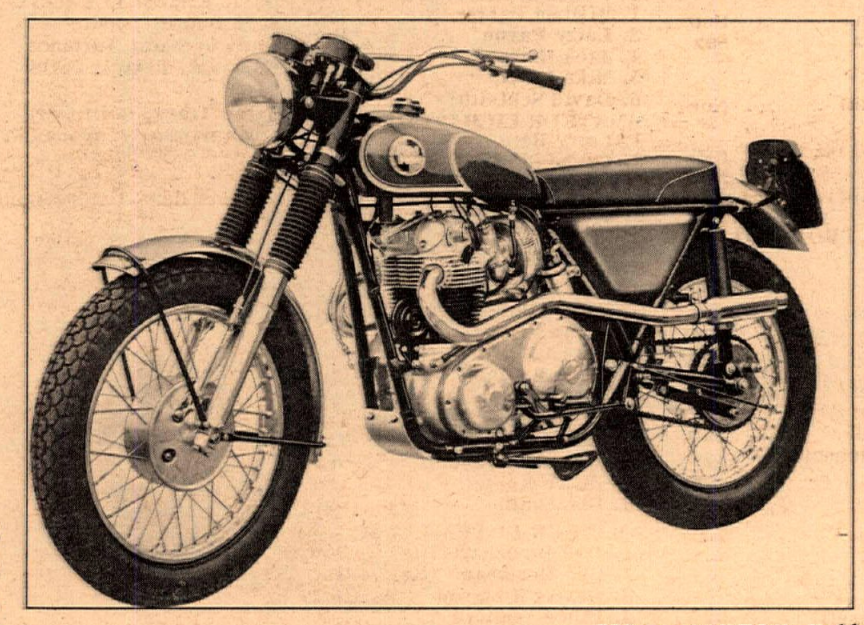

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ACA HOSTS RED, WHITE AND BLUE SUNDAY

Photos & Story by Bill Pettigrew

Willow Springs Raceway hosted dirt riders and road racers together last Sunday for the third annual ACA Spirit 76 races near Rosamond, California. Temperatures in the 100's greeted the riders who were wearing protective, but hot leathers.

50cc road racers were shown the way by Bud Giles, mounted on a Mondial. Sid Chambers, also Mondial mounted, snatched second place from the younger generation. (Sid's 62.) Dick Pearce copped third and made it a total sweep for the Mondials.

Kawasaki and Roger Baeder joined forces to snatch first place honors in the 100cc class. Challenging Roger was Jeff Johnson, on his super fast-Yamaha, who took second.

The 125cc event went to Myron Tracy, on a Honda. Keith Hammer and Harley copped second place honors. The 250 production class had Suzuki men David Damron and Pat Hyman battling it out. David caught the edge and managed first, while Pat settled for second place pewter.

Third Time Out

Open class action found Jerry Winter and Harley Davidson in the winners circle. Jerry's first time out we found him way back in the pack, the second time a little better, and the third was last Sunday's win. The secret? A change from stock tires to road race rubber and determined riding.

Grand Prix

Suzuki and Roger Baeder copped first place honors in the 50cc GP class while Tony Nicosia got second place brass on a Honda. Well, Sid Chambers did it again in the Grand Prix class, he and his little Mondial coming in third.

Super-Fast 175cc's

Larry Pruett and his new five-port Yamaha 180 factory rig just barely snatched first place honors from Montesa man Dick Brown. Dick won the heat race by a large margin only to be defeated by Larry's smooth running Yamaha in the Main. Dick was in the back stretch, fooling with a fouled plug, when Larry unexpectedly showed up for the battle to the finish line.

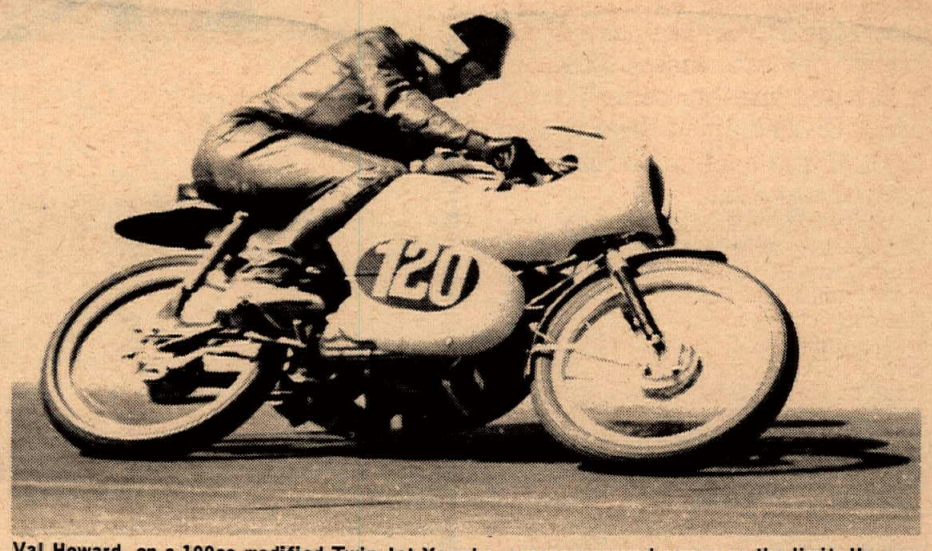
Buddy Parriott, showing his usual smooth winning style, stole first place brass in the 250cc class. Yamaha and Ken Gardner snatched second while Marv Fleming and Yamaha got third.

Suzuki 350?

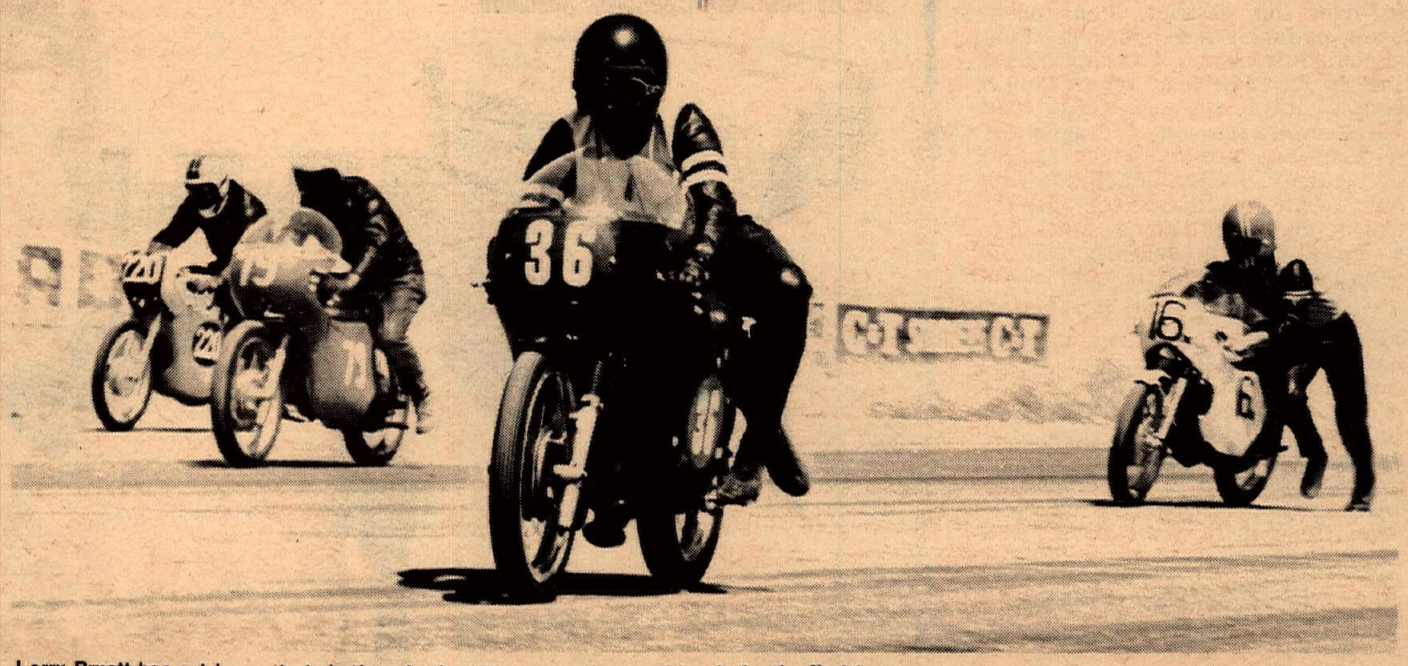
Honda-mounted Al Hendricksen grabbed first place in the 350cc class. Tony Nicosia and his immaculately prepared Suzuki took a well-earned second. His cylinders are bored to 56mm each, thus putting him out of the 250cc class.

Buddy Parriott duplicated his win in the 250cc class by winning the 500cc GP class with a Norton Manx.

Jerry Winters did similarly by winning the Open Production class and taking Open G.P. too. Peter Gray was second, and Micheal Mc Neel third.



Val Howard, on a 100cc modified Twin-Jet Yamaha, screams around corner on the limit. He won his class.



Larry Pruett has out bump-started others in the 175cc G.P. class and heads for the first turn.

Dirt Riders

Dirt riding action got off with Steve McMahan and Yamaha taking first in the 100cc class. Gary Bailey snatched second ahead of third place man Frank Wheeler. Both riders were Hodaka-mounted. Steve had some real competition from Steve Scott, on a Bultaco, but still managed the win.

Greeves-mounted Gary Conrad, of desert fame, came through with a very impressive win in the 250cc class. Gary almost took the whole shindig because the 250's and larger bikes were run together. But Jack Ross managed to edge him out, winning the 500cc class with his new Triumph, while lonely John Harney copped first Open, also on a Triumph.

(Results on page 16)

ART BAUMAN

By Dick Kilgroe

There are three prevailing impressions of "Awful Fast Arthur" that spectators at road races featuring Art seem to go away with. The first and most obvious is that he is awfully fast and awfully smooth. The second, is that he is actually the "All American Boy Athlete" turned racer. The third, since his trip to Daytona this spring, is that of an "Born A.M.A. Gentleman Racer Type". If those qualifications don't mean success as the best road racer this country can produce, we won't bother to add any to the list.

Art was an outstanding athlete in high school and would probably be a major leaguer today, if he had happened to possess a king-sized build as well as a giant-sized desire to win. Turning to AFM road racing, he was an immediate and always spectacular success. Initially, he began racing his own home-brewed Honda 350 with which he managed to place second in the AFM 350 Points Championship in 1965 and 1966.

After winning the U.S.G.P. at Willow Springs in 1965 on his marvel machine, he so impressed the sponsors that he never had to worry about tuning his own bike from that point on. The races he didn't win on Precision Machining's classy 350 Honda, he easily won on the Team Cutlass P.M. replica 350.

In 1966 Art and Dick Kilgroe won the Annual AFM Cotati 250 Mile Production Race, on a 450 Honda supplied by San Francisco Honda. The competition finally realized what an asset Art could be, and began sponsoring him on a TD1-B Yamaha. This really shrewd move by San Francisco's racing oriented dealer, Al Fergoda, has resulted in a "Win Twin" team of Art and Ron Grant, which has resulted in lap-record shattering performances the likes of which are usually only seen at Daytona.

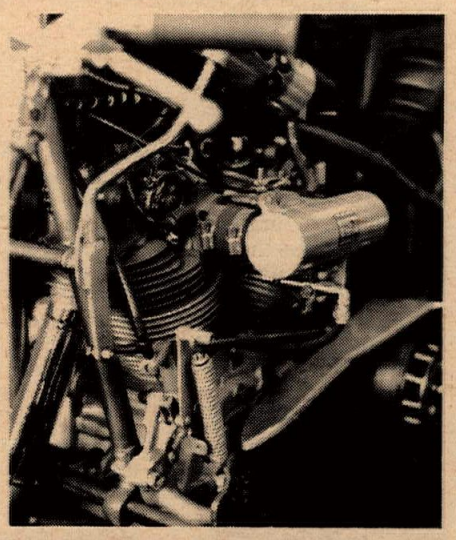
Speaking of Daytona, Art came about as close as you can to winning the Amateur race on a BSA which unfortunately blew in the closing stages. His performance on Bob Vineyard's Kawasaki had everyone agog. Art was running fourth when the crank broke-in-half with only three laps to go.

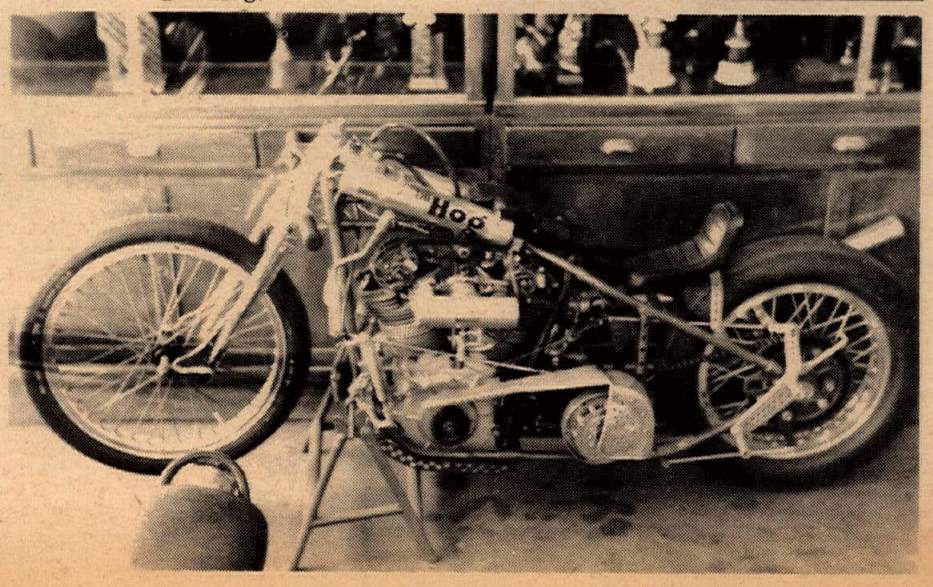
When asked to sum up the more important factors in his success, Art modestly stresses the importance of having a winning combination of a good tuner and machine. If more people were interested in helping deserving new riders like Art, even the smallest type of races will show immediate spectator interest. As Art proved true in the past, once a rider has confidence in his abilities and his machine and is freed from the big hassle of tuning his equipment, he rider can set his mind to thinking thoughts most apt to produce victory.

D.O.H.C. H-D DRAGSTER

Soon to be campaigned at Lodi, Fremont and Vacaville drag strips is this new weapon built by Stan Dishong of Stan's Cycle Shop in Vallejo. The engine came into this world as a Harley 74 but Stan has increased its potential with the addition of a quarter-speed cam above each cylinder, ground by Schaller. The cams drive dual ignition points as well as operating the special overhead valves. Fuel is supplied by a converted Ranger airplane injector supplemented by Algon parts. The cylinders are unique in that they are steel with bolt-on alloy fins, which Stan says run cooler than stock.

Stan Bernard will be the rider of the 96 cubic inch, 2-speed eliminator, which Dishong affectionately has named "The Hog."





HOW TO BE A RACING WIFE AND LOVE IT

by Ruth Beardslee

It took ten years of marriage to make me realize that I could be truly happy only when my mate was happy. If your man loves you enough you can whine, whimper or threaten him into being a loving, well disciplined bore. I was doing a marvelous job of just exactly that to Ron.

Ron's two best friends raced. He was a good rider and he wanted to race. I myself could handle a cycle with competent ease. I knew the freedom of a carefree ride in the warm sunshine. That didn't change how loudly I could scream at the thought of him racing. Shakespeare's shrew had nothing on me. Too dangerous — too expensive — begin racing at age thirty? Ridiculous! He surely must be in his second childhood already.

Running Out Of Excuses

My change of heart came about slowly over a period of about eight months. While following our friends all over our district, Ron tuned bikes, polished them and rode when he could slip by me. Watching riders line up for their heat races Ron's face would become an easily read book-excited, left out and pathetic.

After each race the subject came up again. I would not listen but only recite my excuses of expense, danger, age. That grand sweet guy would nod sadly and the subject would drop — for the time being.

Exploding the Myth

Expensive? No, not really if you took good care of your equipment. Our television set cost more than a bike. Dangerous? A bath tub could be a worse hazard — no crash helmets in the tub.

The time had come to analyze our situation as a family and find what life was to mean to us. As a nurse I had seen young lives snuffed out before they had really begun to live. Life was ours for the taking if we only had the sense to realize it.

May 25th, 1965, we bought a dream. A Honda 250cc scrambler joined our family. Late June came the bike was broken in, ready for the track. Ron, excited and apprehensive, but ready to give it a go. I was scared and still not sure I had made the right decision. He is still at it and I have now joined the ranks of racing wives.

Defend Yourself

Now lets go over some of the arguments wives have given me since I became a racing wife. The most frequently heard is:

"All he does is mess with that darned bike and never takes me anywhere I want to go."

Try going with him when he races. Make a picnic of it and show as much enthusiasm as he has. Above all, don't nag. Nag and your cause is lost for sure.

The next argument is usually: "Who supports the family if he falls off and gets laid up?"

Three months with Papa in a full leg cast and four children to care for gives me the right and knowledge to speak on this subject. There are insurance policies to be had that will pay the larger portion of his salary while he is off, and they aren't expensive. These policies cover him for any type of sickness or accident, and, therefore, serve to insure you for more than racing. Remember, he is much safer on the track than in an auto on the freeways. AMA rules demand strict safety equipment; all bikes are going the same direction and there are no multi-ton, four-wheeled giants lurking about, ready to do him in.

More Ammunition

Another thoughtless comment heard all to frequently is:

"Motorcycle people are dirty, uneducated and useless bums."

Hog-wash! I never met more honest and friendly people. Dirty? Try spending any day outdoors without a very definite need for a bath when you get home. The only real difference is that a rider usually bathes his bike before he hits the showers himself. Uneducated? Well, few of them graduated from Vassar, but did you? There are as many high school and college diplomas held by racing enthusiasts as are found in an average crowd of equal size. Useless? The major part of all riders are gainfully employed or they couldn't afford a cycle in the first place. Also, many cycle clubs put on benefit races that aid many types of charities.

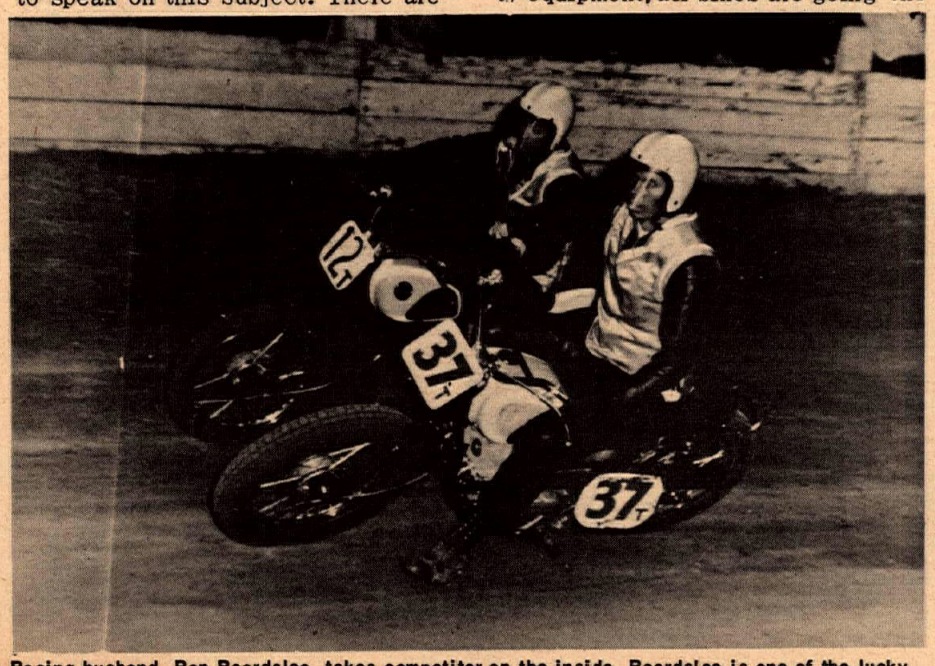
Bikes Better Than Trouble

Just consider a few more facts before you scream at your cycle worshipping husband. Your garage is a mess, hubby smells like gas or castor oil and the part you see most is his seat because his face is in a maze of cycle parts scattered on the floor. Lady, he sure isn't out getting into trouble is he? Take him a sandwich and a beer and be grateful you only have to play second fiddle to a motorcycle.

When it comes to Father's Day or a birthday or such there is no problem about a gift. Give him something for his bike and he won't be likely to forget your next birthday either.

Well now, dear wife, you're at the track, your man is lined up to ride and he knows you are there watching him. Swallow that lump in your throat, ignore those butterflies in your stomach and yell like you never yelled before, because if you've come this far with him you've got something not enough people in this world have. You'll be proud when he wins, sad when he doesn't, scared stupid when he falls off, but in spite of all this you will feel completely and genuinely happy. A man should do and be what he wants.

The finer things in life can still be enjoyed. We find plenty of time for the movies, dining out, dancing, parties, family get-togethers and our second love, fishing. Dad never misses daughter's violin recitals or a chance to fly a kite with his sons. Open house at the kids school is old hat to him. Besides his racing, being president for a second term of a local cycle club, working an average 48 hour week, he finds time to be a dream husband. No, he is not an exceptional man. He is a man who has what he wants in life and knows how to give in return. Give your man a chance and you'll "be a racing wife and love it."



Racing husband, Ron Beardslee, takes competitor on the inside. Beardslee is one of the lucky few racers who competes without risking a matrimonial cataclysm.

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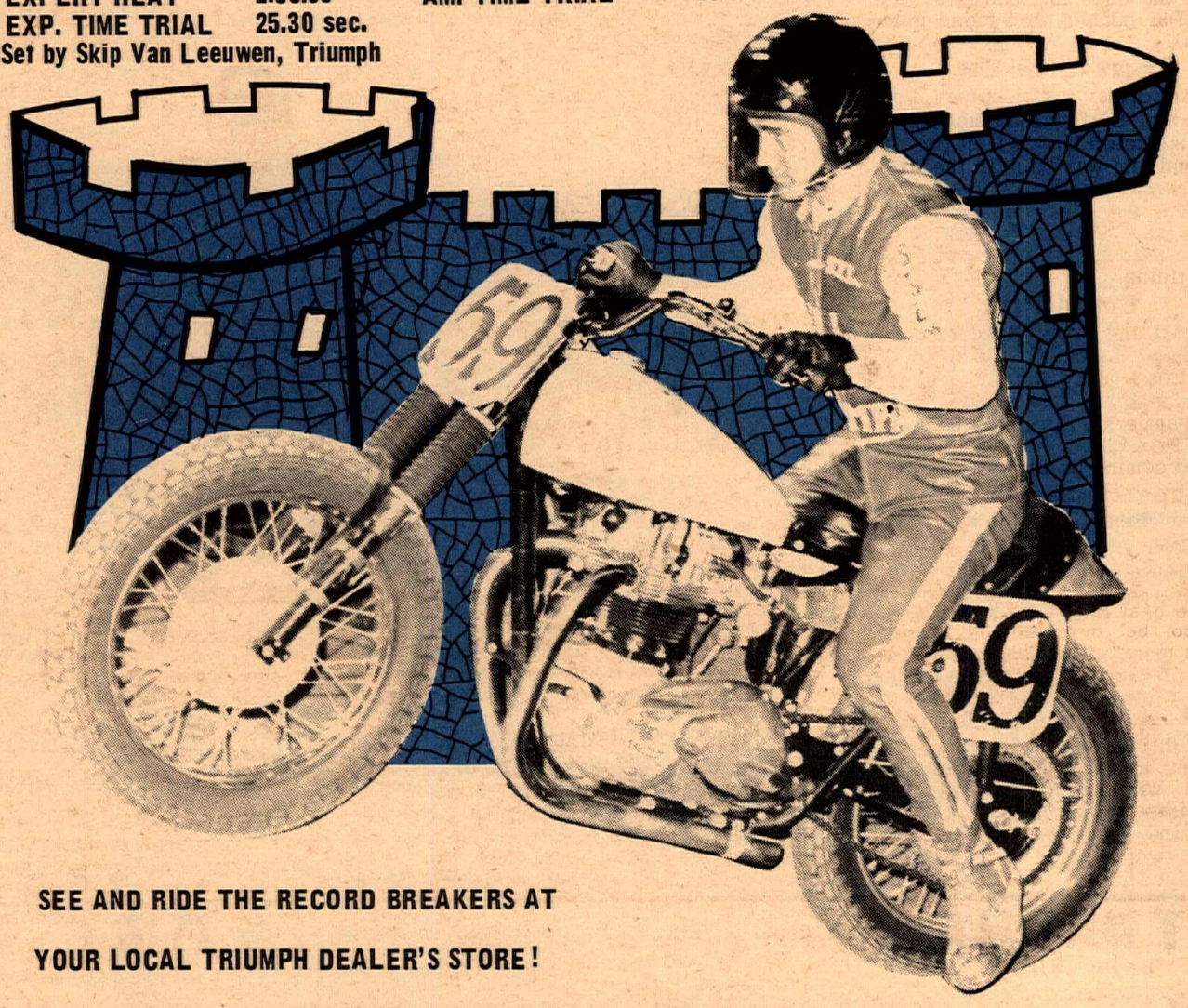

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USE SUBSCRIPTION BLANK ON PAGE 11

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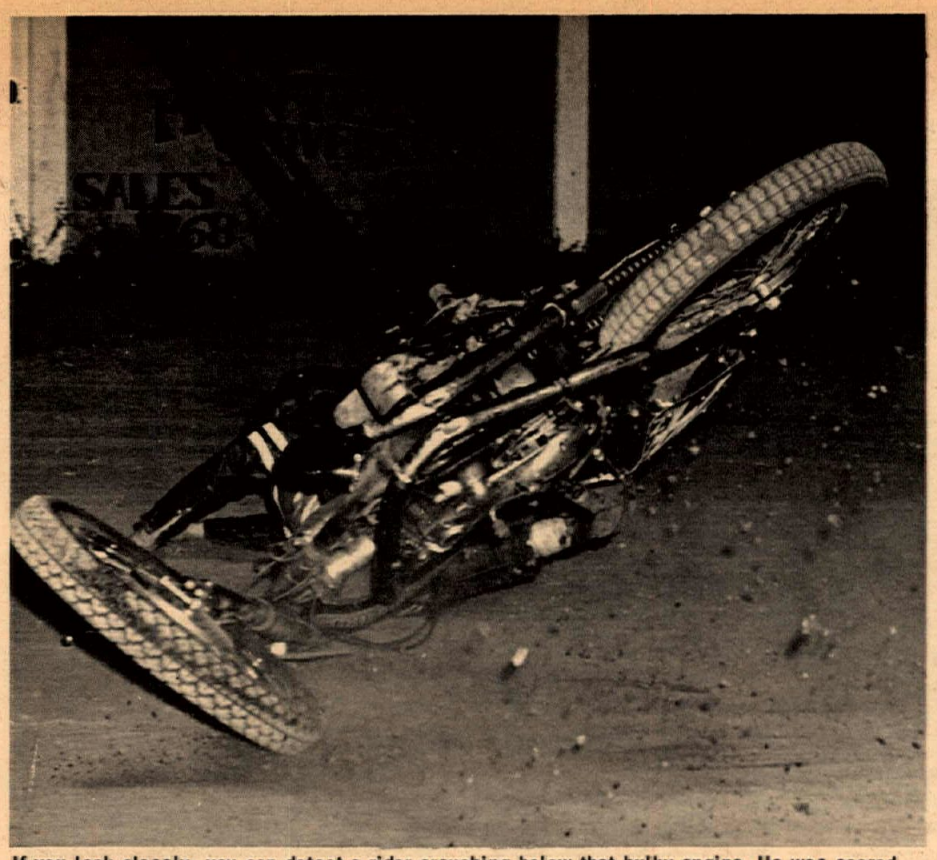
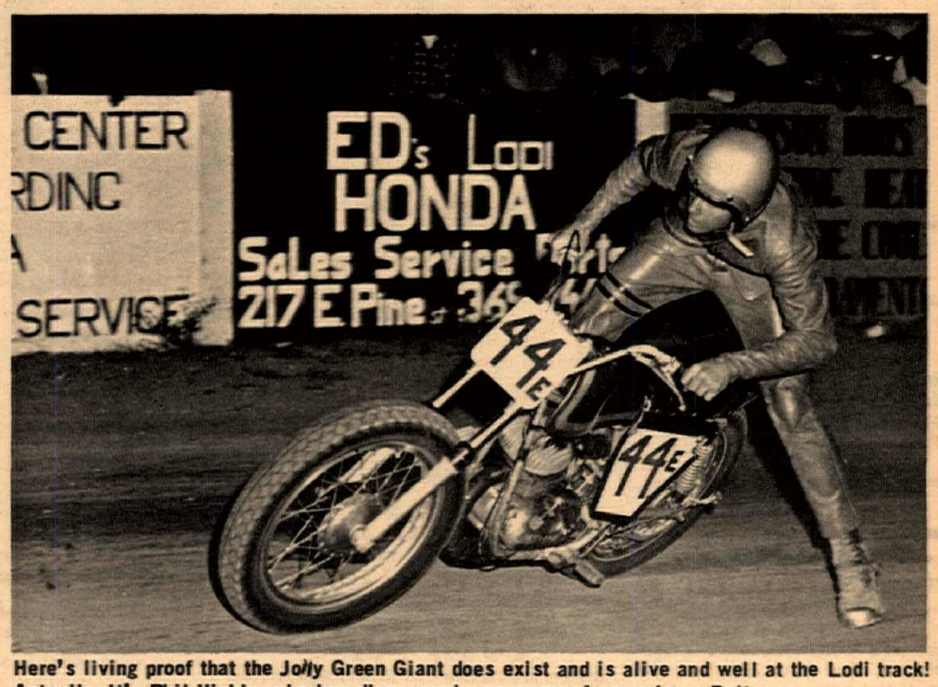
LODI SCRAMBLES

Story by Dale Mckinnon — Photos by Mckinnon and Ramos

Would you believe that 60's roar again up North? Lodi seems to be the only track around this area that has a 60 class.



If you look closely, you can detect a rider crouching below that bulky engine. He was scared witless but was unhurt.



Here's living proof that the Jolly Green Giant does exist and is alive and well at the Lodi track! Actually, it's Phil Hinkle, who has discovered a new way of cornering a Bultaco.

Tiddlers Don Dobler and Jack Cupples battled for first until Don fell down. Then Larry Chapman came tearing his way up from back in the pack to take the win. The scene was the Lodi Scrambles held June 30th.

As usual the 100 class was loaded, but none of the heat winners won the Main. Jack Jensen was out in front then Harold Raggia took the lead. He lost it back to Jack, after a little wheel to wheel riding Harold went on to cop a close win.

Jerry Shahan had a fairly commanding lead in the 100 Main. The rest of the pack was well bunched. After several laps Childress made his move and took the lead with Robert Knudson right on his tail. Arnold Moos, Jerry and Von Lienulan moved in close but it was Childress, Knudson and Moos across the line in that order.

Donald Clasby won the 250 Novice Main after chasing Jim Nichols for half the race. Jim bulled his way to the front of the pack at the start. It was short lived since Donald didn't like the crowd either and moved up. Phillip Hinkle and Jim rode neck and neck down the straightaway. Then Keith Carlson came up to do battle. He made his move a little late and ended up fourth.

Naughty Starters

At Lodi when a rider causes a false start he gets put on the back line. Well half the 250 Amateurs started back there. It didn't seem to bother Terry Hawley from charging to the front and leading all the way.

In the Main Terry and Bill Cruz had a difference of opinion about who was going to show the rest of the pack the way around. It lasted several laps then Terry took command. Jerry Gray had second sewed up until he went a little wide and lost out to Bill Cruz.

Rick Whiteacre and Eric Jorgensen made close battle of it in both the 500 Amateur heat and Main. Rick wasn't to be outdone and he rode a beautiful race both times out. Jorgensen pushed him hard all the way; it just wasn't his night.

The 650 Amateur heat was a little milder as the main battle developed between William Kreeger and Clem Kramer. Clem finally made it by him to take the heat by a wheel. In the Main it was Kreeger all the way. Some of the riders went down and the rest were pretty well strung out. Lance Anderson went down hard. He got back up but didn't finish the race.

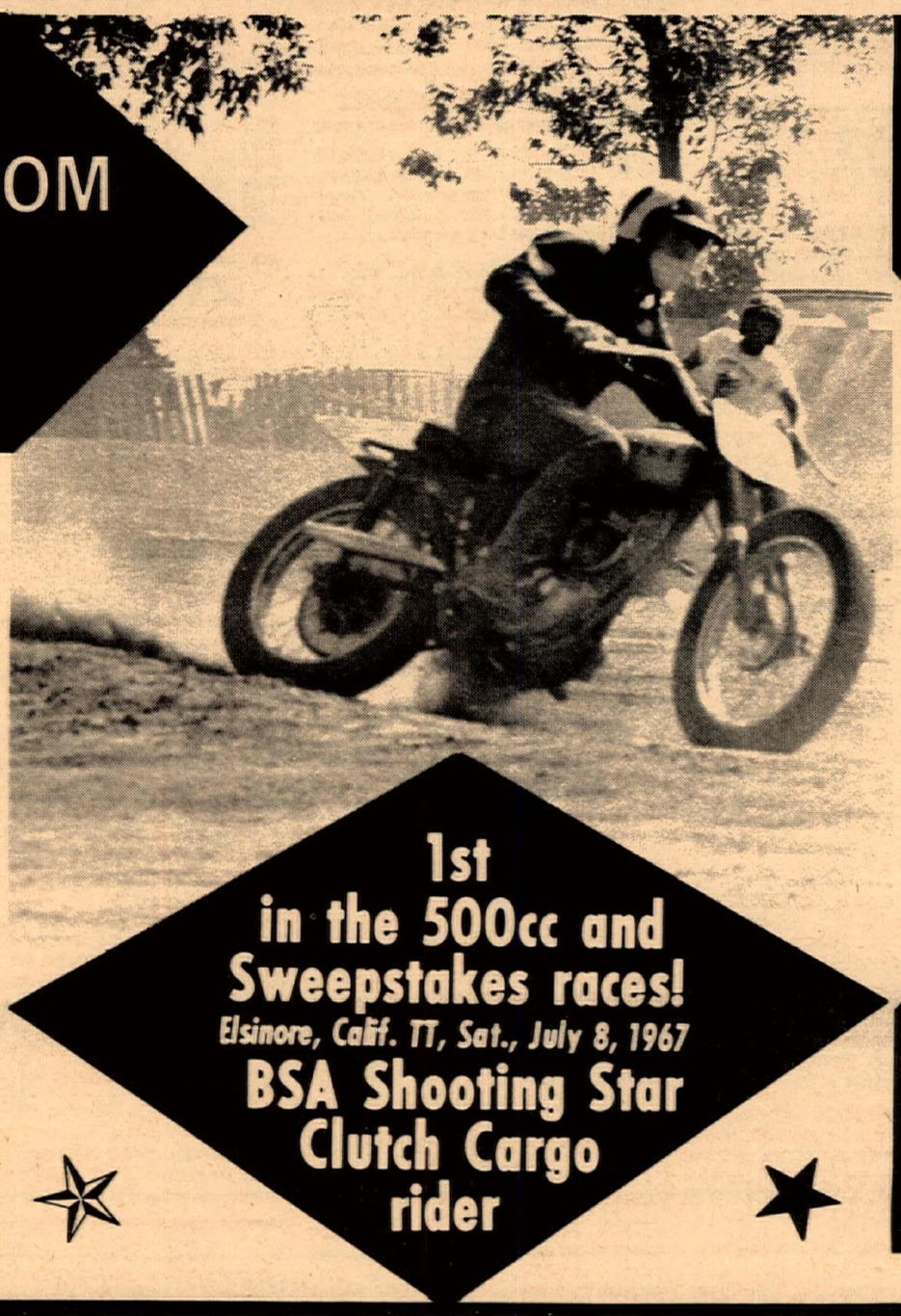
New M/C Fun

During the intermission Stockton M.C. and Lodi M.C. had a Motorcycle Polo game. It was a wild and a furious contest. Words would not suffice to describe all the action. You would have to be there to see it. It sure looked like fun. Stockton won 8 to 2. They challenge any other Club to a game, and have a nice trophy to give to the winner.

Lodi has the best turn out of all the tracks up here, this time hosting 223 riders and 1500 spectators.

(Results on page 16)

LATEST MODEL FROM THE BOLD WORLD



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Elsinore TT, July 8
500 Novice Class
1st D. BURKMAN BSA
Open Novice Class
1st D. BURKMAN BSA
Open Expert Class
1st J. BAILEY BSA

Perris Scrambles July 4th
Open Novice Class
1st BILL NOBLE BSA
Open Amateur Class
1st JOHN BAILEY BSA
Open Expert Class
1st MIKE POSEY BSA

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Elsinore, Calif. TT, Sat., July 8, 1967
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65' MATCHLESS G80 Scrambler. Desert/Street, many extras $750.00. OR 0-5231.

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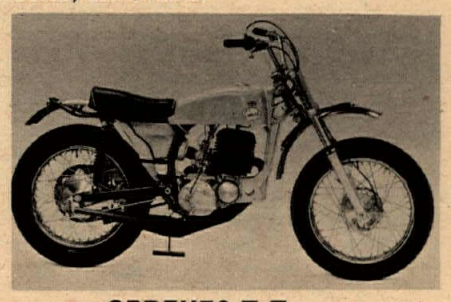

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ROAD RIDER RUNDOWN

by Robert O. Fee

RRC KEEPS RULES

Law and order prevailed over anarchy when the motion to abolish the Supplemental Rules failed to pass the July meeting of the So. California Road Riders Committee by a 16 yea and 26 nay vote. The measure required a 2/3 majority for passage. Chairman Adsit immediately announced his appointment of Ken Harrison (Committee for Better Motorcycling) as the head of a rules committee. This group will review the rules and make recommendations for changes.

Eyebrows nearly met hairlines when Mr. Harrison's selections for the Committee were named. All had expressed opposition to the rules or sections of them. Harrison indicated that he hoped to report results at the August meeting.

New Referee

Bill "Big Daddy" Miller was elevated to the post of Referee by acclamation following the resignation of J.M. Jones. Miller has been the assistant referee throughout 1967 and also assisted Ken Harrison during 1966.

Printed Minutes

After three months of erratic minutes or none at all due to lack of equipment, the assembly authorized the Secretary to have the monthly minutes commercially printed so the representatives could receive them early in the month.

The Artesia Pioneers announced that they were vacating their calendar date (October 28 & 29th). Member clubs will have the opportunity to bid for the open date at the August meeting.

Tour Awards

A letter from the AMA dated June 1st announced the arrival of the 1967 Tour Award for the Spring Tour April 30th. The RRC voted to mail the awards to the Spring Tour participants and take steps to collect the expenses from the AMA. Chairman Adsit said that he personally intended to follow through with the collection action.

Benefit Rally

The assembly accepted a proposal to sponsor a benefit rally for the Los Angeles Times Summer Camp Fund and an injured cyclist, Mr. Pruitt of Chino. The rally will be held August 26th.

First place standings in the RRC activity contest announced by Chart Steward, Harold McCombs are:

Male Solo: Bud Paul 1052
Gal Solo: Judy McCombs 1028
Passenger: Chris McCombs 1001
Sidecar: Sherman Ames 789
Club Percentage: El Tigre's M.C. 76%

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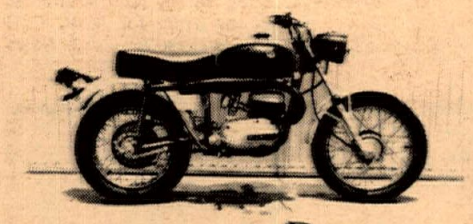

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DISTRICT 37 SPORTS COMMITTEE MEETING

by Maureen Lee

The July Sports Committee meeting saw the creation of the Board of Commissioners who will be responsible for supervising the newly created office of District Coordinator.

The following club representatives were nominated: Dupuy (Scramblers), Sloan (Rams), Hurd (Foothill Hawks), Draper (Dynamites), Kemp (Dirt Diggers) Wineland (Pasadena), Greene (Pasadena) Lee (Powder Puff Assn.), Henshaw (Buzzards) and Minert (O.C.M.C.). The first round of votes saw Sloan, Dupuy, Hurd and Kemp chosen with Lee and Minert tying for the fifth spot. A run-off was held with Lee winning putting Minert in the position of first alternate.

Controversy Time

Earlier in the evening letters were read from the Gripsters and the Spokebenders opposing this office of Co-ordinator on the grounds that the district was spending money it didn't have and that it would increase riding fees to such an extent that some riders would be priced right out of the sport. Bob Greene of the Pasadena M.C. said he had opposed the office at the last meeting and that his club was in agreement with the other two. More discussion followed and an attempt was made to completely abolish the office, but this was tabled.

President Jean Carter read a speech begging the District not to listen to the few who were attempting to undermine the organization because they were dissatisfied with him personally. He will resign as President any time the member clubs wish it. He also spoke on the need for the Co-ordinator to keep the District moving forward because no one wants to remain in the Novice class forever. And as in racing, even if it does cost everyone more money, the more you put into a machine the faster it goes and the more benefit you get from it.

Where Will the Money Come From?

More discussion followed as to where all the money was going to come from and Le Blank (Sidehack Assn.) asked about the original plan where dealers would be asked to pledge money towards the cost of running the office. Carter said that this original plan had been dropped when it was decided to keep the office working on only competition problems, thereby excluding the street and trail riders. Sloan (Rams) and the man who was appointed Chairman of the Commission took the floor to say that even though we had since excluded the street and trail riders some of the manufacturers and dealers were still willing to contribute a certain amount to the general fund. He asked for time so that all sources of revenue may be further studied.

Insurance Problems

Jim Manning, an insurance man, ran headlong into opposition when he presented his plan for medical and life insurance coverage for the sporting rider. The coverage would be $3000 medical after a $50 deductible and a $5000 life carried by the Insurance Company of North America. Manning explained that originally the premium for each event had been quoted as $4.00 but he did a great deal of research into statistics and finally the company came up with the $1.50 premium. The main objections the clubs had was that it would be mandatory to pay the $1.50 premium each time out. Carter asked Manning to get out to the clubs a detailed list of benefits so that their members could discuss this thoroughly and instruct their representatives how to vote.

Award Presented

Earlier in the evening, the District was the recipient of a very handsome wall plaque in several colors from the Firefighters Local #1014. Presented by Gaylord Ward of the San Gabriel Valley M.C., it thanked the District and its riders for the time and effort put in during the search for the lost fireman, Stanley Woods. Jean Carter accepted same in the name of the District and said that from now on it would be displayed at all District meetings and functions. He expressed his thanks to Local 1014 for the award.

SAVAGE SWITCHES TO STOCK CARS

Swede Savage this week signed a contract with the Holman-Moody stock car racing team and will be joining them immediately. Swede, long one of the most popular riders around Ascot and team captain for the Honda team at Daytona this year, has moved to Charlotte, North Carolina and will start his new career on four wheels on the NASCAR half-mile dirt track circuit.

Arrangements were made through Kim Kimball and Dan Guerney. Swede was flown to Daytona two weeks ago for an interview. He has never before raced in any type of car events and will drive a 1967 Ford the rest of the season.

Savage was the former Pacific Coast Novice dirt track champion. He started professional racing at an early age and was an Expert before he turned 18.

NATIONAL STARS EXPECTED AT ASCOT

The West's finest motorcycle racers get their final tuneup before the July 22 50-mile National Steeplechase Championship here when they compete at Ascot Park this Friday night.

The 18-event meet gets underway at 8:15.

It's possible that some of the Eastern and Midwestern hotshots who'll be on deck for the National, will also use the race as a prep.

Managing Director J.C. Agajanian has posted prize money of $6700 for the National, making it one of the most lucrative races of the year on the cycle racing circuit.

Dan Haaby, the BSA pilot from Lawndale, and Mel Lacher, San Diego, who rides a Harley, are locked in one of the tightest battles for the lead in years. The lead has been see-sawing back and forth nearly every Friday evening.

Tight races are also shaping up in the Amateur and Novice divisions. It could get even hotter with the big money of the Nationals coming directly into view.

LYON SERVICES HELD TODAY

We regret to announce that Steve Lyon of 10331 Western Ave., Downey, Calif., died Sunday night as a result of injuries received in a racing accident July 4th.

Services will be held this (Thursday) morning at 10:30 p.m. at the First Baptist Church, 8348 E. 3rd St., Downey.

Lyons, 21, was employed in the service department of Norm Best Motors for the past two years and competed in local scrambles since 1966.

THE FINISH LINE

By Roxy Rockwood

If the Portland mile National is run off as smoothly as the one in Castle Rock last Saturday, it can't miss. The Mt. St. Helens MC and the AMA officials, headed by referee Dave Welsh turned in a flawless job. It was one of the best run races on the national circuit. A job well done and a fine, excited crowd to go with it.

Now it is Portland and the track everyone is talking about. It'll be the first race there since 1955. Everybody should be there because it is a mile dirt oval and every rider loves a mile.

Mert's Win No Surprise

A lot of people were surprised to see Mert Lawwill win the Castle Rock National. If you were there it would not have been a surprise. He was smooth from start to finish and the hot and cold running Frisco Flash was running hot.

Van Leeuwen's usual hard luck again reared its head and Skip was shot down. He wonders if things will ever go right for him at a national. So do we.

Over at Portland this week there are so many favorites that it is hard to pick a winner. Lawwill has shown himself to be one of the best milers ever the past two seasons and could well win two in a row.

Nixon Predicts Victory

Gary Nixon is fast becoming a mighty unhappy person. He's great on a mile and still holds the Sacramento record from his win back in '64. He said at Castle Rock — after the race, "I'm going to win at Portland, there is no doubt in my mind." Nixon is a Can-Do rider when it comes to miles and road races.

We always like to go with darkhorses and the darkest is Freddy Nix. Here is a rider that is blessed with horsepower that is coming out of his ears. We'll go with Nix, the guy who never gave up last year at Sacramento and made up ten lengths on the last half lap to defeat Sammy Tanner in the final ten yards.

Don't Forget Bart

Not to be overlooked is Bart Markel. He gave the Castle Rock Friday night time trial fans something to look at. Their mouths were open when he shut the throttle off. They say you can't ride a cycle like Bart does. But Bart does.

Never bet against Markel. If he doesn't win he will still give you your money's worth and he will do just that at Portland this Sunday. Nixon beat him by **six inches** last year at the Springfield mile.

George Roeder missed the Castle Rock event but will put the plow in the barn and fly to Portland for the race. He is another Springfield-Sacramento mile track winner.

The Portland race will also see one of the largest invasions of Ascot fans in many a moon. We know of over 100 fans who are going up and staying at the Holiday Inn for the event.

Northwest fans are demanding a rematch in the Amateur race between their ace, Mark Williams and Ascot ace, Jimmy Odom.

Odom Favored to Win Amateur Title

Ascot is always willing and the fans will get to see just that. Odom has entered three amateur national events and set new track records at all three.

He is bidding for his third straight win this Sunday and if he makes it it will be the longest amateur win streak in national competition since 1957 when Arkansas's Bud Mayes was Mr. Everything in the yellow plate class.

Odom's sponsor, Les Edwards, seems to have all the mechanical problems licked now and this column goes all the way with Odom to not only win, but make it a runaway.

Dud Perkins disagrees and says that Earl Lout, the Louisville amateur winner, will have more Ponies in his Harley and will do the job.

Phil Todd may switch to Triumph for this one and surprise everybody.

More to Come

Northern Calif. fans will get to see a mile race on Sunday afternoon, July 30th. Bob Barkheimer and Harold Murrell, the San Jose and Oakland promoters, have slated an Amateur-Expert only mile race at Santa Rosa for that date and have put up a $2500.00 purse.

They also announced last week that the San Jose half mile will be the site of the 7 mile National on Sunday afternoon, September 3rd. This event has already had three homes this year. Look for it to actually happen at San Jose. It was supposed to have run at Wichita, Kansas. It will not. Before that it was Lincoln, Ill.

A week from now the big one at Ascot and the 50 lap National TT. Will it finally be Van Leeuwen, or will another upstart like Lawwill come in and take all the marbles??? We find out on Saturday night, July 22nd.

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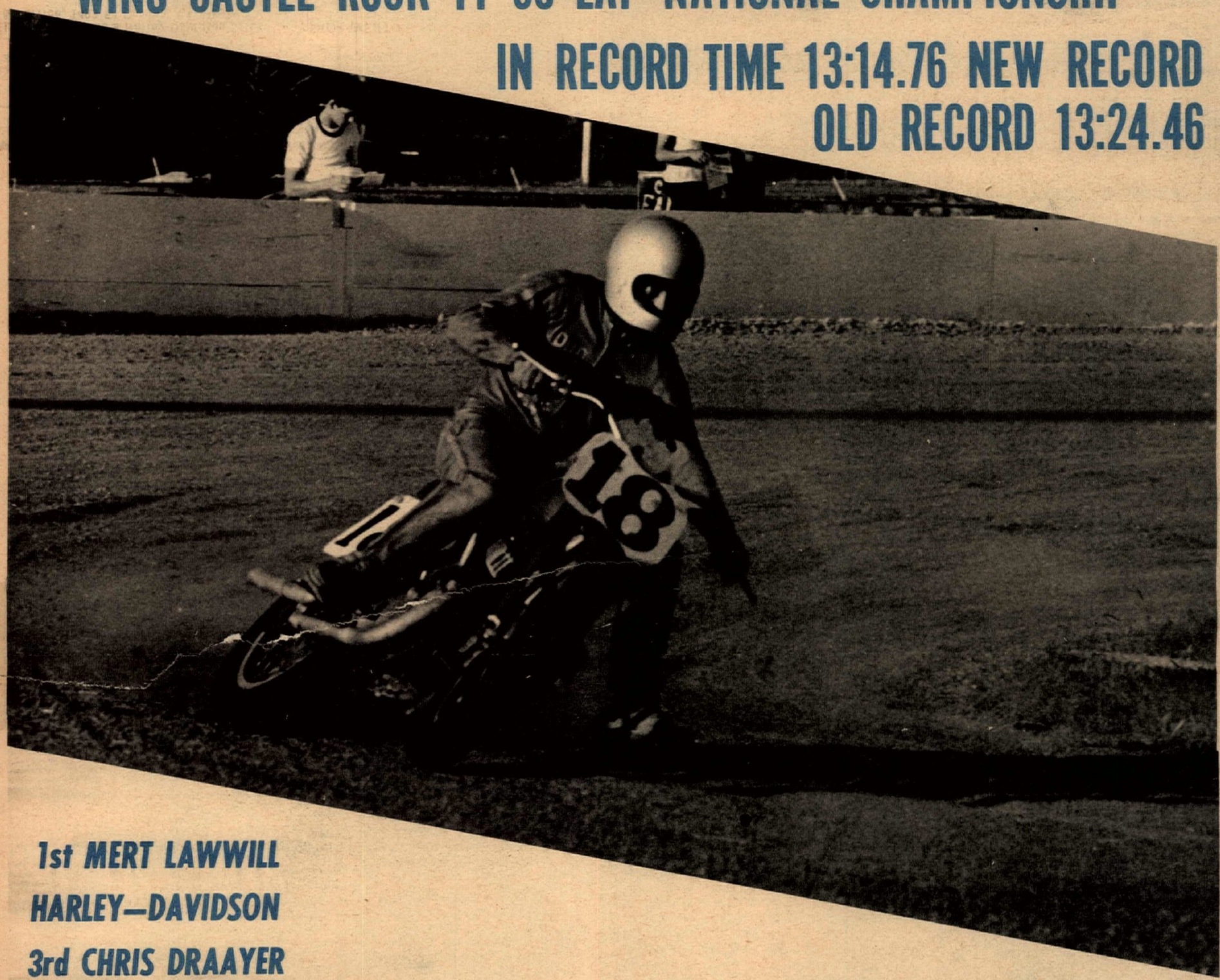

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